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The Hongkong Telegraph.

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HAPPY VALLEY

PICKET OUTRAGE

BRUTAL ATTACK ON COL. HAYLEY BELL.

PLUCKY RESCUE.

Petty annoyances have been almost the daily lot of Colonel F. Hayley Bell, the Commissioner of Customs at Canton, since he closed the port of Canton for a few days in order to bring to a stop the illegal activities of strike pickets, but things took a more serious aspect on Thursday when he was brutally assaulted by at least eight ruffians, who it is believed had premeditated the attack.

Colonel Hayley Bell was returning to his home at Shamoen at about one o'clock for dinner, when he was accosted near the French Bridge by a boycott picket, who demanded the Commissioner's raincoat for examination, a Canton correspondent informs us.

Met with a refusal, further altercation ensued and the picket struck the Commissioner with a bamboo he was carrying. Other pickets and rowdies then joined in the attack and Col. Bell was brutally assaulted, bamboo poles and batons being freely used.

RESCUED BY PORTUGUESE.

Within a very short period Col. Bell's resistance was overcome, and when a Portuguese gentleman pluckily intervened, he was bleeding profusely from several wounds on the head.

The Portuguese, a Mr. A. Pereira, saw the assault from the French Bridge, and he rushed out and pulled the Commissioner across the bridge into safety. But for his timely arrival on the scene, Col. Hayley Bell would in all probability have been severely injured. As it happens he was medically attended immediately by Dr. Reynolds, and found to be suffering from abrasions, not regarded as serious.

AT OFFICE IN AFTERNOON.

Another correspondent writing the same day mentions a bag in connection with the assault. He details the story and adds that the Commissioner attended the office at the Custom House as usual in the afternoon. It was then observed that he had sustained a nasty gash on the forehead, and was looking rather pale.

It is stated that for three or four days prior to the outrage, it had been observed that the pickets were armed with bamboo, something a little out of the ordinary, and it is this fact which lead residents on Shamoen to the conclusion that the outrage was prearranged.

ANOTHER INCIDENT: FIVE PICKETS KILLED.

A Canton correspondent writing under date of Thursday states that boycott pickets who endeavored to intercept a fish boat conveying fish to the Hongkong steamer, met with an unexpected reception. Both pickets and the defenders resorted to arms, and two pickets were shot dead and three drowned.

The picket boat was drilled below the water-line and sank without actually disappearing on the mud not far from Shamoen. Meanwhile the fish was safely delivered.

GAMBLING RAID.

MAN SERIOUSLY HURT.

A raid was carried out by revenue officers at No. 1A, Wingale Street, yesterday, following information that one of the floors was used as an opium den.

One of the men on the floor jumped over the verandah with the intention of escaping, and was removed to the Government Civil Hospital in a serious condition.

A number of men were arrested, while implements used in the preparation and smoking of the drug were seized by the police for evidence in a case which will be brought before the court.

MONDAY'S ELECTION CANCELLED.

DISPUTE REGARDING THE ELECTORATE.

SCHOOLMASTERS' POSITION

A divergence of opinion having arisen regarding the electorate, the notification recently issued fixing Monday as the date of the Sanitary Board election has been cancelled, an intimation to this effect appearing in the Government Gazette just issued.

The ballot was to be held for the purpose of determining who should succeed Mr. C. G. Alabaster as a member of the Board, the previous election having been declared void owing to the fact that many electors were, by reason of the inadequacy of the arrangements, unable to record their votes. The candidates for the seat are Dr. F. M. G. Ozorio and Dr. S. C. Ho.

On enquiry at the Colonial Secretariat this morning, the Telegraph learned that the reason for the postponement of the election is that a dispute has arisen as to who are entitled to vote, and it has been considered advisable that the legal position should be made clear before the election is held.

The chief point which has arisen deals with the question of masters of vernacular schools. Amongst those who are entitled to vote are "masters of any school other than a vernacular school," and the question now arises as to what is precisely meant by the term "vernacular school."

The whole matter will be considered by the Government law officers, who will advise on the points raised, and it is possible that legislation may be necessary to make the position clear.

CONTROLLING MONEY LENDERS.

NEW BILL INTRODUCED.

Rugby, April 23.
The House of Commons to-day passed the second reading of a Private Bill, introduced by Major Glyn (Conservative) which has for its object the control of money lenders.

The Bill provides that money-lenders shall have to obtain licences which will only be granted upon the submission of certificates fulfilling certain qualifications. No contract will be binding unless it is in writing, is worded in plain English, as distinguished from legal language, and a copy of the contract must be supplied to the borrower. Forty-eight per cent. is laid down as the rate of interest for loans, but this is not intended to be a maximum but merely as a general guide to Courts of law.

Sir William Joynson-Hicks (Home Secretary) announced during the debate that the Government would give general support to the Bill which is regarded as a measure that had long been needed.—British Wireless.

SPANISH AIRMEN.

EXPECTED IN MACAO TO-DAY.

A cable received from Macao this morning states that the Spanish aviators who are flying from Madrid to Manila are expected there to-day.

They will not, after leaving Macao, touch at Formosa, as at first arranged. Big celebrations in honour of the airmen are being arranged in Macao, including a ball by the military officers, a banquet by prominent Chinese and a reception and ball by the Government.

TO-DAY

Dollar on demand 2.5/11/1

COAL HOPES.

TACTFUL WORK BY PREMIER.

UNTYING KNOTS.

London, April 22.

In the course of the afternoon and evening, Mr. Baldwin continued his conversations with separate meetings of the miners' and coalowners' small committees. He requested both to hold themselves available for further consultation.—Reuter.

A TACTFUL PREMIER.

Rugby, April 23.

Although no definite progress was made at the Premier's Conference this morning with the leaders of the coalowners and the miners, the Premier succeeded in introducing a better spirit into the proceedings and, at his suggestion, sub-committees of each side were appointed to continue the negotiations.

Mr. Baldwin told the coalowners and the miners that he was there representing neither side but representing the country which was a very much bigger thing than either. Another fact to be remembered, was that whether a stoppage occurred or not, the parties would have to negotiate at some time but negotiations after a stoppage were not necessarily faster than before, and everyone was in a worse pecuniary position. After regretting that a deadlock had been reached, Mr. Baldwin called on Mr. Evan Williams to state the reasons for the deadlock from the coalowners' point of view, and also upon Mr. Herbert Smith to state the reasons from the miners' standpoint.

Having heard their respective statements, the Premier said: "I think it is quite plain that at the moment you have tied yourselves up into a pretty tight knot. What I have got to try and do is to get that knot untied or cut. Now, from my point of view, it is perfectly impossible in an assembly of this size to make any steps towards solving that knot and I am going to ask each side if they will be good enough to retire and select a small number who will come and talk with me. I should be very glad if those small bodies of representatives would keep themselves at my disposal and I shall be very glad to begin this afternoon talking to them to see what way there is of getting over the first stile which has presented itself to-day, and possibly discuss to such a point that it may be necessary for us all to meet again."

The Premier concluded by reminding the delegates that the subsidy to the coal industry would expire at the end of the month. Time was therefore of value.

Sub-committees of the coalowners and miners, each consisting of nine members, met the Premier separately during the afternoon.—British Wireless.

GOVERNMENT LOAN SUGGESTED.

London, April 23.

It is announced that the Mines Department has prepared a scheme for a Government loan to the coal industry, conditional on the re-organisation thereof and the closing of uneconomic pits.—Reuter.

DIFFICULTIES OF COMPROMISING.

London, April 23.
It is understood that Mr. Stanley Baldwin, during the negotiations with the miners and owners, emphasised that there would be no subsidy and that the temporary assistance promised if the negotiations reach a satisfactory stage by May 1st will be rigidly limited.

The difficulties of finding a compromise between the owners' demand for district wages agreements and the miners' insistence on a national agreement, is illustrated by the fact that the miners' representatives have refused to discuss the matter.

CANTON RAILWAY FINANCES.

BIG DROP IN EARNING POWER.

PICKET INTERFERENCE.

A report from the Director of the Chinese section of the Canton-Kowloon Railway has been submitted to the Canton authorities to the effect that, despite the fact that the morning express has been added to the service, the earnings of the railway have not in any way improved. In fact, they have become insufficient to pay the overhead charges.

The Director attributes this position to the officiousness and overbearing attitude of the strike pickets. Instances are given to support his contentions, such as passengers carrying with them small quantities of fruit, cakes and other eatables, when found by the pickets, being charged with having violated the regulations of the strike, threatened with serious consequences, and only eventually permitted to pass on payment of a sum which is at least five times of the cost of the eatables. Often, well-dressed people, who, to all appearances, belong to the better class, are called upon to strip off their clothing, the pockets of which are turned inside out to see if any goods are hidden therein. For these and other reasons, people have often run the risk of taking passage on board steamers rather than submit to such indignities.

The report requests the intervention of the authorities, in order that the railway may not suffer further unnecessary losses.

TERRIBLE FLOODS IN SUMATRA.

MANY CASUALTIES.

Wettedred, April 16.
Tremendous rainfall has occurred at Padang and the west coast of Sumatra, where in the space of twelve hours 370 millimetres of water fell, causing an enormous waterflow from the mountain, thundering into the lower-lying town with a terrible roar, the anxious population looking on and incapable of doing anything.

The local canals were unable to contain the tremendous streams and the town immediately was flooded.

Four persons were drowned and many injured, whilst a large number of houses were seriously damaged.

The electricity supply was broken off, plunging the panic-stricken town into darkness, and neighbouring roads were washed away in many parts.

The damage is estimated at 300,000 guilders exclusive of the damage to roads and public buildings.—Aneta.

WHITE STAR LINE.

BRITISH OFFER TO BUY.

New York, April 23.

A cash offer for the White Star Line has been received from certain British interests. It will be considered at a special meeting of the Directors of the International Mercantile Marine Corporation to-day.—Reuter's American Service.

INTERNATIONAL LABOUR OFFICE.

Geneva, April 23.

The 1927 budget of the International Labour Office shows a reduction in expenditure of 45,000 francs, as compared with 1926.

ADMIRAL SHIPS.

DOLLAR BID MAY BE REJECTED.

SENATE VOTE.

Charging that the Shipping Board had failed to open a higher bid than the accepted one of \$4,500,000 made by the Dollar interests, for the five Admiral-Orion liners operating between Manila, Seattle, the U. S. Senate has unanimously adopted a resolution calling for the rejection of the Dollar bid by the Shipping Board, according to Associated Press and United Press dispatches.

The resolution which was introduced by Senator McNary, republican, Oregon, said, "If Dollar obtains the line, the Dollar interests would have a monopoly of the shipping in the Pacific, and that they would operate the line to the detriment of the Northwest, as their interests are in California."

The United Press says the Shipping Board has delayed consummation of the sale and is awaiting a ruling from the department of justice as to whether the Senate resolution compels the board to advertise once more for bids. The ruling is expected within the next few days. If the right of the Senate to intervene in the Shipping Board's actions is upheld, the recent decision to accept the Dollar bid becomes null and void.

However, according to Section 5 of the Shipping act of 1920, as amended in 1922, the Shipping Board is authorized and directed to sell vessels as soon as practicable, consistent with good business methods, at public or private competitive sale after appraisal and due advertisement, to persons who are citizens of the United States. Such sale shall be made at such prices and on such terms and conditions as the Shipping Board may prescribe.

According to the foregoing the Shipping Board is fully empowered and authorized to sell any liner being operated by the Shipping Board.

The stand taken by the Senate will speed up matters relative to dissolving the Shipping Board and turning over government ships to the Emergency Fleet Corporation, it is believed here.

The Senate has been considering the dissolution of the Shipping Board for some time and whether or not the sale of the five liners to the Dollar line will be consummated, it is understood that the Shipping Board soon will be turned over to the Emergency Fleet Corporation.

MOSLEM-HINDU DISORDERS.

GRAVE CALCUTTA SITUATION.

Calcutta, April 23.

Two people were killed and 47 injured in further Moslem-Hindu disorders to-day. A gang of Muslims this afternoon rushed the principal market building and assaulted Hindu cloth merchants, seriously injuring four. Muslim fruit-sellers helped the Hindus to chase off the assailants. Another gang of Muslims looted a big grain store and belaboured a Hindu who was sent to hospital. The number of shops closed is increasing and there are many individual assaults by stabbing and beating. Many have been sent to hospital. Police-pickets, armed with sticks, are now stationed in the disturbed area.—Reuter.

FURTHER CASUALTIES.

The situation is still considered grave. Further casualties are reported, including three deaths. The police have organized a vigil.

LATER.

The situation is still considered grave. Further casualties are reported, including three deaths. The police have organized a vigil.

Bulls and Inners

From the Office Butts.

The Jockey Club hopes to complete the present season at Happy Valley without having recourse to a regatta.

A ladies' fashion magazine states that "a good carriage is essential if the short skirt is to be effective." Judging from one we noticed on the Peak tram yesterday, we should say that good courage is also essential.

Despite trade depression, Flower Street still looks very rosy.

Hongkong weather is perfect during those months having a "z" in them.

The Theosophical Society of Hongkong will mail you a 96 page book for 10 cents. Looks like a good time to lay in a stock of shaving paper.

If our reformers get all they desire at Repulse Bay, it will no longer be safe for petting parties.

If a man's face is his fortune, some of our taipans must be heavily in debt.

Public sentiment is one thing, but sentiment in public, another.

We heard a girl the other day who is the living phonograph of her mother.

Talking about rabies, a scientist says that dogs never go mad if they can get plenty of drink. No wonder these prohibitionists are having a rough time.

Many a woman standing in front of a shop window has merely stopped to reflect.

Judging by the score, the Junior Shield footballers last Saturday must have thought they were playing baseball.

A theosophical fact is a sophistry composed for the purpose of inducing someone to believe something he doesn't.

An onion a day keeps the flappers away.

Aberdeen farmers always paint the inside of the hen house. This prevents the chickens from eating the grain off the wood.

There's a fortune for the man who invents a combined muzzle and rat-trap.

If the Government is not careful, someone will start calling it "Repulsive Bay."

Apparently some people who can "look daggers" don't know what a dagger looks like.

Prohibitionists in America have surely overlooked the fact that dancing is a movement from bar to bar.

You can tell some people are married — others keep their troubles to themselves.

The share reports remind us that, no matter what happens, onions always come back strong.

Looks as if Senator Borah ought to be arrested for contempt of the World Court.

Taxis are out of luck these wet days, which reminds us that now is the time for someone to invent a really good skidometer.

A fire extinguisher accidentally drenched some of the congregation in a Lancashire church. Let a spray.

Some folk manage to keep awake during the Sunday morning sermon by playing golf.

Spiritualists are broadminded because of the way they stretch their imagination.

These Fanling steeplechases remind us that the cockroach season opens in a few weeks.

The only thing wrong with the dollar these days is that the rate closes about threepence too soon.

"Amerrycus."—No, Sir! We're glad to have you know that the "out" signs fastened to Peak houses do not necessarily mean that thirsty callers are right out of luck.

If seeing is believing, most people believe the girl of to-day.

Wednesday was the Chinese festival of Corn Rain. If this weather continues, we may look forward to several drops in the price of bread.

Motorists now have more time to get lit up.

It is bad policy to sneer at the foolishness of your wife. Remember she married you.

This is the time of year when some of our young bloods do a little work, so that they'll be missed when they go on leave.

Only a few weeks now, and we shall be able to listen to a baseball match.

Few Scotsmen get weighed. Perhaps they're afraid to tip the scales.

These days in Hongkong those who go round looking for trouble only find fault.

Camel's hair suits are popular in London. This doesn't mean that a man who wears one has to go without a drink for a week.

The Chief Bull nearly collapsed this week when, on opening a record number of outside country tribulations, all but two referred to the recent contest for the British Flyweight Championship, when "Clark socked Socks."

Says a critic—"You can enjoy music much better if you keep your eyes shut." Those around you will also find it more enjoyable if you keep your mouth shut.

Our office statistician reckons that if all the Chinese women gagged and bound during the last year were released simultaneously, they'd drive all the Bolsheviks out of China in thirty-eight hours.

If nothing else, Hongkong can certainly show good returns in dog bites.

Which suggests to us—but no, these Chinese Bolsheviks are already mad enough.

Some of this newspaper correspondence is really appalling.

The question of the hour—Although it hasn't got a second hand, is the new Peak tram station clock a second-hand timepiece?

We are now convinced that there is no end to "human ingenuity." A new method of raising funds in Canton has been discovered.

Singing at work is no criterion. A mosquito can do that.

If hotel residents were allowed to double-bank with their bank accounts as they do with the menu, Hongkong wouldn't be half such a bad place.

According to an American newspaper, a man named Spade has been appointed a sexton. The sexton of news must be grave to warrant the publication of such an item.

A Chicago man has been divorced.

REPULSE BAY HOTEL

MAY DAY CARNIVAL
— ON —
SATURDAY, 1st. MAY, 1926.

Dinner \$4.00 per head
(Fancy or Evening Dress Optional)

Late bus to the Peak Hotel 12.15 a.m.
Special bus to the Hongkong Hotel 12.30 a.m.

Tables for the above may now be booked at the
Hongkong Hotel or Repulse Bay Hotel
Tel. C.2581. Tel. C.776.

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in Canada Under Strict
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appeals.
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"The Beer without a Peer."

THE NAVY'S CHOICE

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OBTAINABLE.

EVERYWHERE.

THE WING ON CASE.

"A SHAMELESS LIAR."

The case in which Au Kim-lui and Lam Fook-yu are charged with conspiracy to defraud the Wing On Company of a sum of \$50,000, and in which the first defendant was also charged with perjury in connection with a civil action which he previously instituted to obtain this sum from the Company, was resumed before the Chief Justice (Sir Henry Gollan) at the Criminal Sessions yesterday.

The assistant cashier was again in the box. Continuing his cross examination Mr. Zeitlyn asked if the forgeries were imitations of witness's own writing. He replied that he could not say.

When was the account 12,426 opened?—March 26, 1923.

What was the amount it was opened with?—\$200.

Mr. Zeitlyn asked for the depositor's name but on Mr. Jenkin's request this was not disclosed.

In reply to further questions witness said in addition to the books in court there were two others which were forged, not there.

How long did this account run?—Only a few days.

What was the total amount put into this account?—\$36,200.

How much was taken out?—\$34,000.

In how many sums?—Two sums.

And the book was returned to the person getting the money?—Yes.

Witness said another amount of \$36,000 was later paid out. He could not remember whether he himself paid the first amount out or not. He said he would be responsible for money paid out improperly by himself.

It was after the second payment out that it was discovered that the payment of \$34,000 was a wrong payment. After the amount had been withdrawn the depositor came with a book to draw some money. He discovered that the first payment had been made on a wrong book. This second book was presented on May 7, 1923.

Asked to produce the books witness said they were with the depositors.

The Second Account.

On April 9 the other account was opened, with \$100. Later a sum of \$20,000 was paid in and on April 13 the depositor withdrew \$10,500. On April 15 he withdrew \$10,000 and on May 7 another book was presented for the withdrawal of \$20,000. The money was paid out. The mistake was discovered when witness came to enter the sum up in the ledger. The form the forged book was forgery of a deposit book and hand writing.

Have you compared the forged book with the genuine one?—No forgery was made on the book issued by me.

Then the forgery was made in the paying in column?—Yes.

Witness went on to state that the first time he saw the first defendant was in the Magistracy. He had never seen him in company with Philip Kwok Chung.

A Shameless Liar.

Re-examined by Mr. Jenkin witness said he was told that he would have to make good in cash monies which he wrongly paid out. He had never been called upon by the company to make good these amounts, nor had any thing been stopped from his salary.

Before witness was allowed to stand down the Chief Justice addressed him as to the occurrences at the morning hearing. He asked, "Why did you tell those shameless lies? Witness did not reply and his Lordship continued, "I have thought the matter over. At first I was disposed to have you prosecuted for perjury, but I think there are technical difficulties in the way of a conviction and I

THE PEKING SITUATION.

FOOD SUPPLIES.

Peking, April 23. With a view to lowering the rising prices of foodstuffs and to provide relief for the war sufferers in Peking, Tientsin and the surrounding districts, a plan to purchase and transport cereals to these places to a value approximately of \$10,000,000, has been worked out by General Chan Yin-kwai, formerly Managing Director of the Peking-Mukden Railway and who is influential with the Mukden leader, Chang Hsueh-liang fully approves and is supporting the plan. General Chan Yin-kwai intends to call a meeting of the Chamber of Commerce and the gentry and lay his plans before them.

The tentative scheme is as follows.—The Mukden authorities will entrust the purchase of cereals to the Mukden Chamber of Commerce and the distribution of grain to the Peking Chamber and other organisations. The grain will be sold lower than the current market prices under the supervision of the local authorities. General Chang intends to secure transportation with the rolling stock which various persons are at present holding for non-commercial purposes, thus not interfering with the commercial traffic which is still at its lowest.

The Fengtien leaders emphasise that the military will not handle any of the monies, their object being merely to force down the price.—Reuter.

Chinese Reports.

Shanghai, April 23.

Chang Chung-cheng, Chang Hsueh-liang and others arrived together in Peking, and stated that Tse Shue-yuen and Kan Wan-pai would follow to represent Wu Pei-fu at the military conference to settle the question of the Kuomintang armies.

Chang Hsueh-liang and others held a meeting on the 22nd, and decided on the welcome to Chang Tso-lin and Wu Pei-fu to Peking.—Wah Kiu Yat Po.

therefore do not order a prosecution. You will be careful the next time you give evidence for next time you may not be so lucky in escaping. This time it is perhaps sufficient punishment that on your own confession you are a deliberate and shameless liar.

Inspection of Books.

Before the adjournment Mr. Zeitlyn asked for permission for his expert witnesses to have access to certain books. They had not had an opportunity so far.

Mr. Jenkin pointed out that the Magistrate had ordered both sides to have freest access to the books, which were in the custody of the Police.

The Chief Justice: What have you to say to that Mr. Zeitlyn.

Mr. Zeitlyn replied that he was instructed that they had not had an opportunity of properly examining them.

His Lordship read from the depositions a paragraph relative to the books going into the custody of the defence at a certain period.

Mr. Zeitlyn said he understood only one witness saw them.

His Lordship: That is not the point, you said you had no opportunity.

His Lordship ordered the books required to be given into the custody of Mr. Leo D'Almada, solicitor for the defence, he to be personally responsible for them.

The case was then adjourned until Monday morning.

FUTILE REQUESTS.

DEPOSITS WHICH WERE NOT RETURNED.

\$8,000 Conspiracy Charge.

Further evidence was taken at the Central Magistracy yesterday in the case in which the manager of the Hin Yick firm, Win Lok street, is charged with conspiring with another not in custody, to defraud the firm of \$8,000.

Mr. E. Davidson appears for the prosecution, and defendant is represented by Mr. J. T. Prior.

Employees of the firm talked to give evidence said that the promissory notes which purported to be issued by the firm must be forgeries because the firm did not issue notes of that description. It was alleged by the accountant that some of the chops on the notes were forgeries.

A witness who said he had been a vegetable dealer in America stated that he was a depositor in the firm, but had not received a receipt or promissory note for his money. Shown a promissory note bearing his name he said he had never received it.

He also stated that he asked the defendant for his deposit to be returned. When this request was made defendant's only reply was that there would be legal proceedings.

A California merchant said he asked the defendant for the return of a deposit on behalf of another man. Defendant replied that the matter had not been adjusted and that he could not have the money at present.

The case was adjourned until next Thursday.

THE NAVY LEAGUE.

REPORT OF THE HONGKONG BRANCH.

Situation in China.

The annual report of the Navy League (Hongkong Branch) for 1925 shows that the total membership is now 120. During the year the branch suffered the loss of two members from death—Captain Wheeler and Mr. A. J. Denny.

The report states that: "From time to time your Committee have kept the Head Office informed of the situation in China and they have assured us that they are watching some very carefully and are most anxious to assist us in any way possible.

"Having regard to the conditions prevailing last year, your Committee considered it inadvisable to hold a Flag Day or Concert on Nelson Day, which was therefore very simply celebrated by the laying of wreaths on the Cenotaph and Wanchai Memorial, in accordance with our usual custom.

"Our local branch in Amoy raised \$10. 4s. 10d. in aid of the 'Implaceable' Fund, which was gratefully acknowledged by Sir Vincent Baddely.

"Our thanks are due to Mr. A. Brearley, for auditing the accounts."

DUTCH POLITICS.

MINISTER FOR WAR RESIGNS.

The Hague, April 23.

M. Van Royen, temporary Minister for War has resigned because he objects to the proposed Ministry of National Defence. He will be succeeded by M. Lambony who was War Minister in the last Cabinet.—Reuter.

AVIATION.

DANISH AIRMEN AT SHANGHAI.

Crowd's "Assertive Curiosity."

Shanghai, April 23.

The Danish airmen have arrived.—Reuter.

Shanghai, April 23.

The Danish airmen Björnsd and re mechanic, unkempt in appearance, with thick beards, not having washed, or changed their clothes, for five days, had a thoroughly bad time in Ninghai (which is a notorious resort of pirates) where they were forced to land a week ago owing to a leak in their petrol tank.

The Chinese stole all their loose personal belongings and the spare parts of the machine, and deflated the tyres.

Indeed, it was all the airmen could do to defend the aeroplane against the crowd; who, however, were actuated more by assertive curiosity than hostility.—Reuter.

GERMANS AROUSED.

CRITICISM OF SIR AUSTEN CHAMBERLAIN.

The Rhineland Evacuation.

Berlin, April 23.

The Nationalists have been lashed to fury by a statement by Sir Austen Chamberlain in the House of Commons on April 21, regarding the evacuation of the Rhineland.

Sir Austen, in reply to a question, said that the declaration signed in June, 1919, by Mr. Woodrow Wilson, M. Clemenceau and Mr. Lloyd George (that if, before the expiration of fifteen years, Germany had given proofs of her goodwill and complied with her treaty undertakings, the Allies would agree to an earlier termination of the period of occupation) was a declaration of the then intentions of the three Governments concerned, not a declaration to which the German Government is entitled to appeal.

Sir Austen did not want to be pressed further, and said he considered the moment most inopportune.

The German Nationalist organs see here further proof of the complete futility of the Locarno conference. Sir Austen Chamberlain's speech is described as "cynical," "another blow," and "a cold shower."—Reuter.

S. A. AND THE SOVIET.

A QUESTION OF NEW MARKETS.

Cape Town, April 23.

In the Assembly on April 22, replying to questions, Mr. Hertzog disclaimed all knowledge of the movements of I. W. Schiesinger, the South African financier, who recently went to Europe, and is reported to have intended to visit Russia to open commercial negotiations with the Soviet.

Subsequently Mr. Creswell, the Minister for Defence, stated the Cabinet had decided that any citizen who negotiated with the prospect of opening up new markets should have the Government's goodwill.

Mr. Hertzog added that as regards Russia he saw no objection to the establishment of business connections on a proper business-like footing with South Africa.—Reuter.

A STEAMER LOST.

BLAZE OF KEROSENE IN MALACCA STRAITS.

Experience of Captain and Chief Engineer.

(Our Own Correspondent.)

Singapore, April 23.

The steamer Penang, with 2,500 tons of kerosene on board, caught fire in the Malacca Straits and is a total loss.

The Chinese took to the boats, leaving the European officers and Malay members of the crew to fend for themselves. Two were gassed.

The captain and chief engineer drifted for four miles upon the gangway, before they were picked up.

There were seventy aboard, but no loss of life is reported.

CORRESPONDENCE.

[To the Editor of the Hongkong Telegraph.]

A PLAGUE SPOT.

Sir.—The question "Where do the flies go in the winter time?" was at one time considered a jest. By many it is yet. However, a visit during the winter time to the Pokfulam village complained of at the Sanitary Board's last meeting, will disillusion the humourously inclined.

This village would appear to provide the answer to the riddle. Small flies, big flies, house flies, horse flies, black flies, blue-bottle flies—all are represented, and on a quiet day clouds of them may be heard swarming and crawling over the filth accumulated around this hamlet.

The pigs wallowing in the green cozy slime pits are literally covered with them, the inhabitants appear to breathe them, the half-fod curs which slink behind every pig sty, snap at them, the scraggy chickens eat them and the visitor is eventually driven out by them. All of this on the edge of our Dairy Farm.—Yours, etc.,

FLYOSAN.
Hongkong, April 23, 1926.

Sir.—In view of the recent publicity given to that cancer-spot of Pokfulam—the village of squatters on the edge of Telegraph Bay—by Dr. Koch, at the last Sanitary Board meeting, surely some action on the part of our lethargic Government officers will be forthcoming.

Last year's serious typhoid outbreak was blamed by the Government—rightly or wrongly—on the Dairy Farm and it was further stated that the germs were carried by flies. Carried from where? A visit to the village complained of will lead one to believe it to be a very probable source of infection, and as for the flies, they are surely there in great numbers.

Going down to the village on foot, it cannot be inspected from a comfortable Government motor car; but really, Sir, surely if the bait of an O. B. E. be offered, some adventurous official might make the hazardous trip.

After this serious warning if no decisive step be taken to clean out this septic hole, and if we do have a typhoid outbreak, such deaths as may occur can be traced to nothing short of criminal neglect on the part of the officials concerned.—Yours, etc.,

SANTAS.
Hongkong, April 23, 1926.

"Below par"

If you are run down and far from well—try SCOTT'S Emulsion.

It builds up the body, heals the lungs and tones up the system. Ask for

SCOTT'S Emulsion
The protector of life

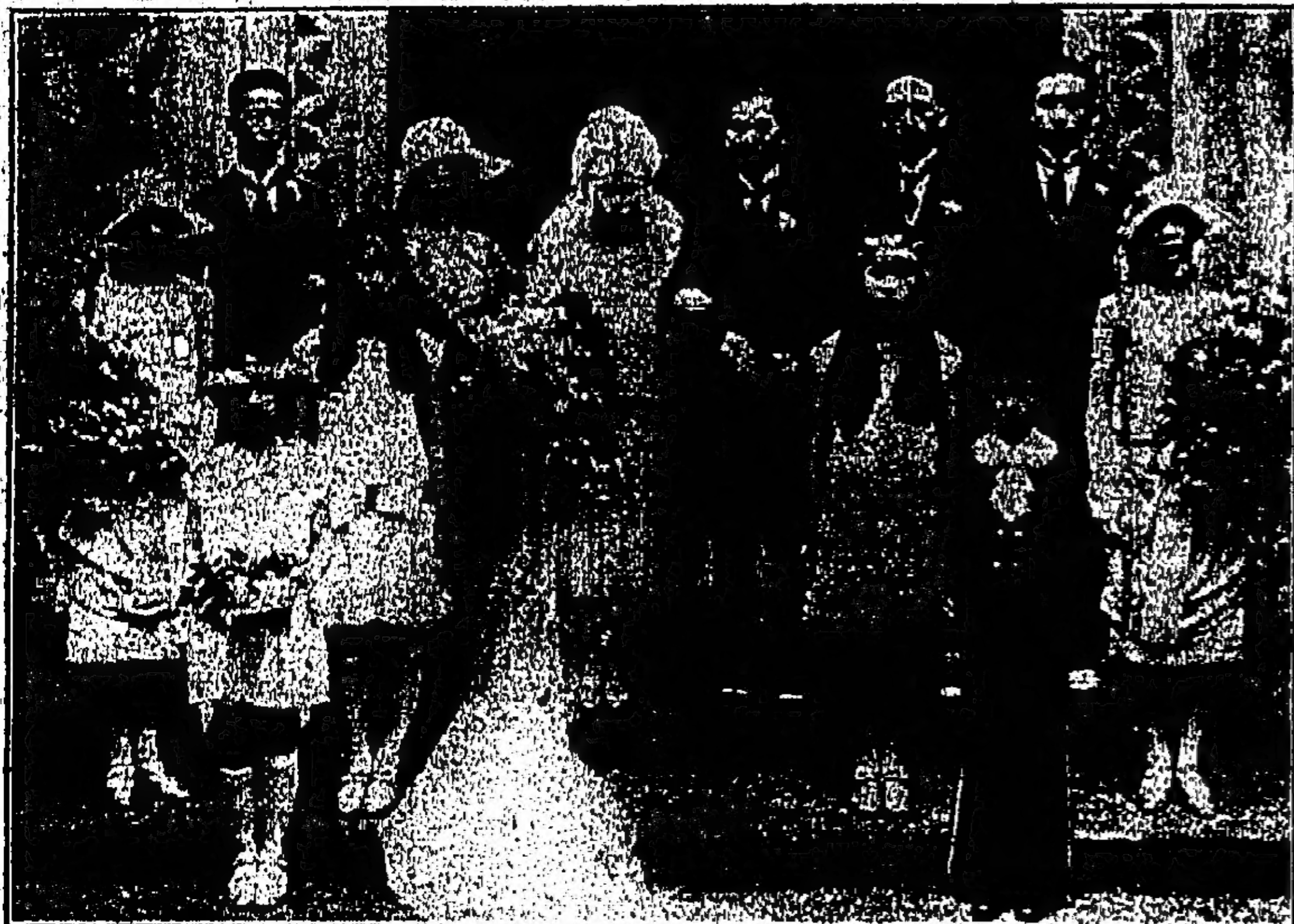


SALESMAN SAM.

Why Sam Is the Greatest Salesman in the World

By Swan





Of much interest to the Chinese community of the Colony was the wedding which took place at the Cathedral, between Dr. S. F. Tan, son of Mr. and Mrs. Kwan Sing-tan of Heungshan, and Miss Rose Lau, daughter of Mr. and Mrs. Siu Chek-lau, of Hongkong. Our picture shows the wedding group after the ceremony. (Photo: Mee Cheung).



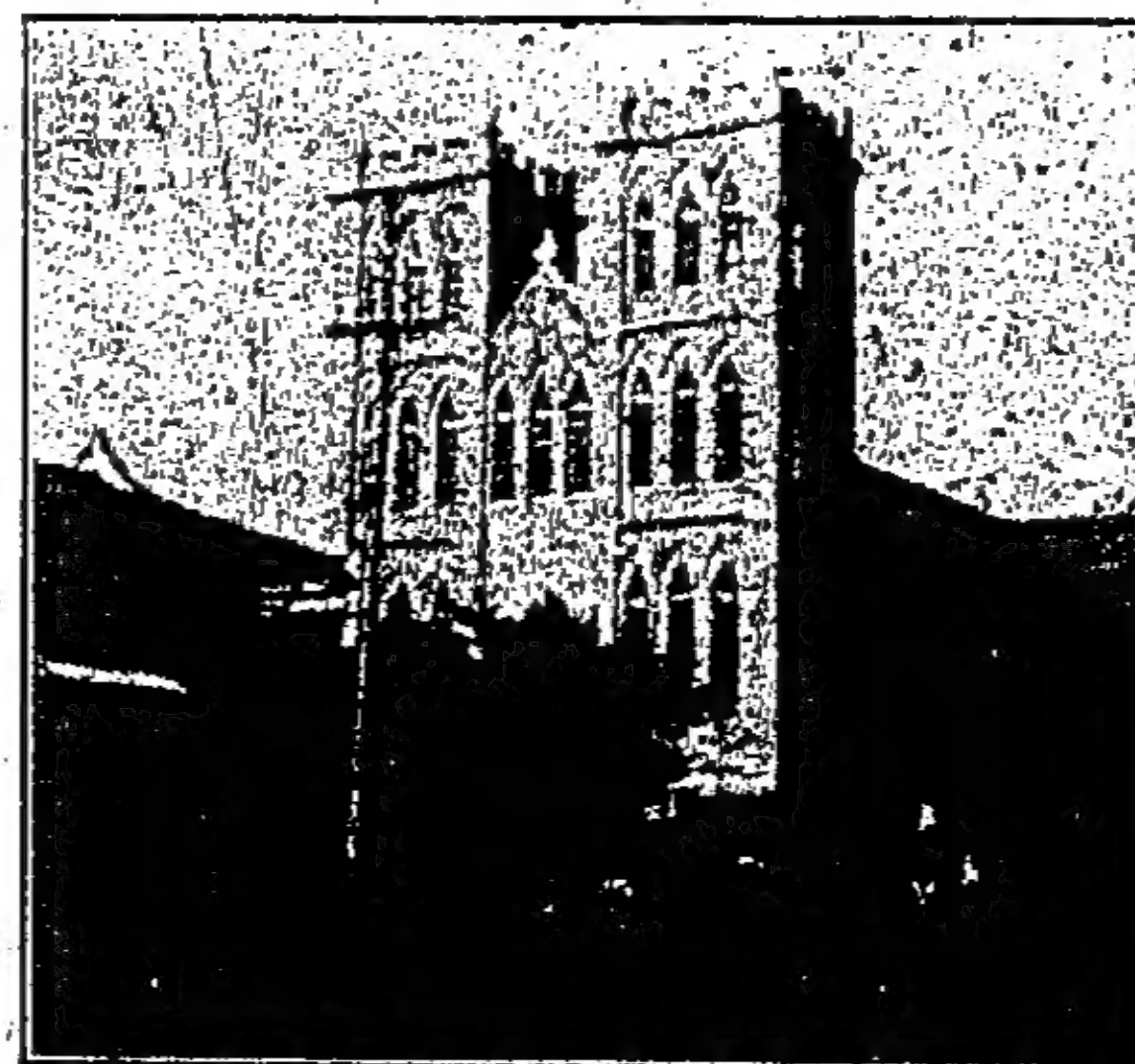
Two well-known local Chinese families were united on Saturday at the Rhenish Mission, Bonham Road, the parties being Miss Lau Yuet-san, daughter of Mr. and Mrs. Lau Chun-san, and Mr. Jui Tien-jiang, son of Dr. and Mrs. Jui Hawk. (Photo: Ming Yuen.)



A group photograph of the combined East Surreys and Kowloon football teams who, this past week, have made local football history by their keen encounters for the title of Shield winners. On Wednesday, Kowloon were successful by the odd goal in five, after extra time was played. (Photo: Ming Yuen).



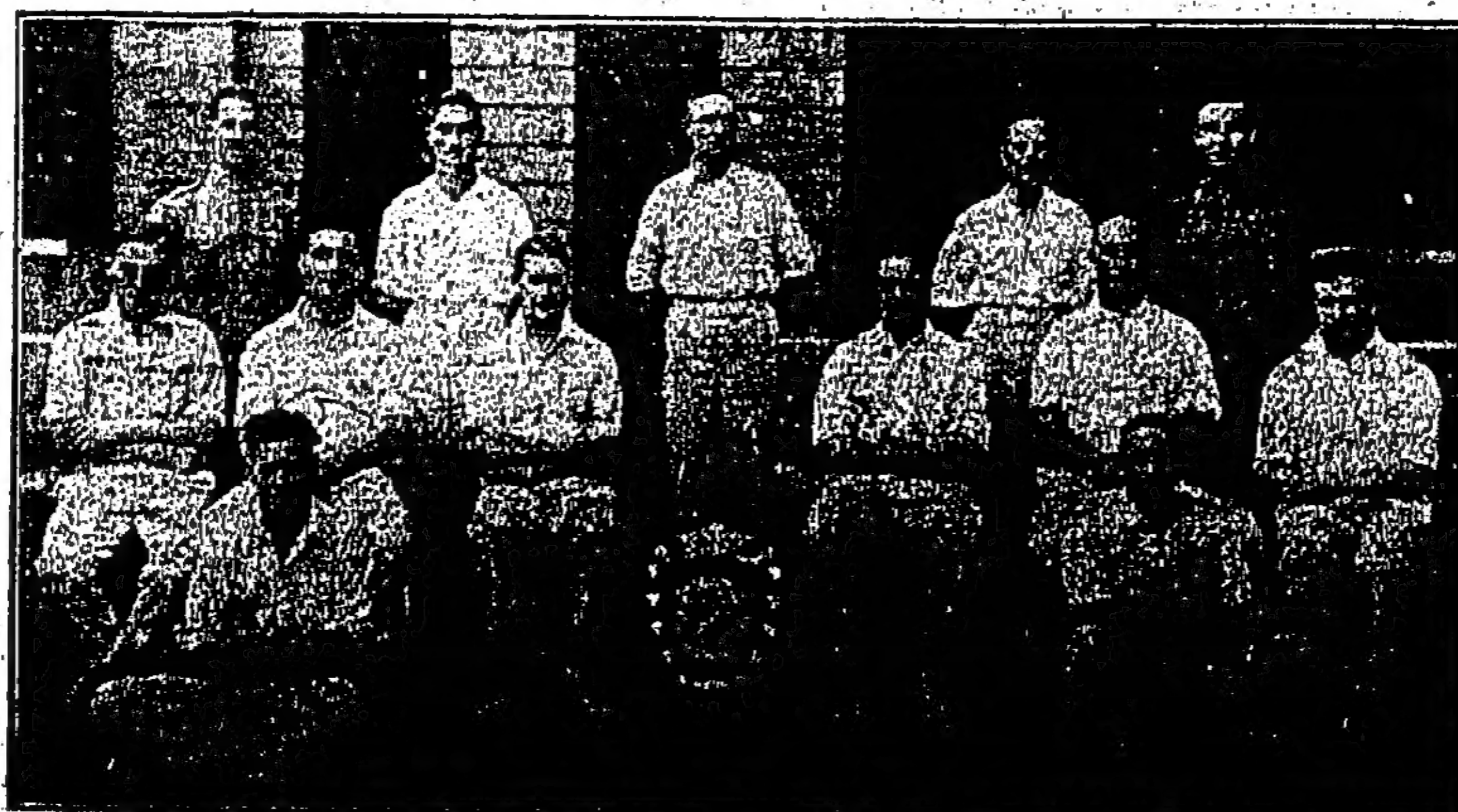
Hongkong and Amoy hockey players, photographed recently at Amoy where a series of games were played including an Interport hockey match.



The new Anglican Cathedral which is nearing completion in Yeechow. Its probable cost is put at \$50,000.



Group photograph taken at the wedding of Mr. S. B. Tan, son of the late Mr. and Mrs. Tan Cheng-Yuan, of Singapore, and Miss Elizabeth Lu-sien Wong, eldest daughter of Mr. and Mrs. J. M. Wong, of Hongkong. (Photo: Mee Cheung).



The Royal Engineers' cricket team, winners of the Second Division of the Hongkong Cricket League. (Photo: Ming Yuen.)

SUMMER SUITS



Made to your individual style and measures from English Palm Beach Cloth.

Plain colours or with neat stripe effects.

Coats from\$21.00

Trousers from\$11.50

We Allow 10% Discount for Cash

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Bldg. Des Voeux Rd.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)

**WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.**

A fine selection of English Jewellery, Sterling Silver
Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts | Heath Sextants, Night Glasses etc.,
Kelyin Navigational Instruments | Stanley Drawing Instruments
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We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established 1855.

ALBERT



FRENCH PASTRY COOK

22, Queen's Road, Central

— is making his name better
known every day by his French Cooking, done exclu-
sively with fresh butter.

The amateur "gourmet"
fond of "Marseille's Bouillabaise" "Escargots de
Bourgoigne" and all other famous French dishes can
go to "Albert" with confidence.

FRENCH WINES — CHAMPAGNES — LIQUORS
DINNERS TO ORDER

Tiffins and Dinners served from 10-30 a. m.
to midnight.

French Cakes and French Chocolates made
by "Albert" himself.

Nice selection of French fancy boxes just
arrived from France by the "Andre Lefevre."

One of the most treasured possessions of friends far away is
a photo of their dear ones overseas. The Ming Yuen Studio
is fitted with the most modern photographic equipment and
will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

THE "TABLIC" CLOCK

THE "TABLIC" MARBLE CLOCK



ONE OF WHITEAWAY'S
STANDARD VALUES

We have just received a
further consignment of these
serviceable and ornamental
clocks. Try one on your
Mantel Shelf or Dressing
Table. In shades of yellow,
pink, green and grey.
Assorted shapes, good move-
ment.

Standard
Value
Price **\$3.50**

SPRING DISPLAYS IN ALL DEPARTMENTS
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—
1314, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1418, 1375,
1441, 1444, 1456, 1462, 1453.

SITUATIONS VACANT

There is a splendid opportunity with a world-wide organization, for a serious-minded young man who was born and educated at Home.

The commencing salary is nominal. Future increases depend entirely upon the ability of the man selected to grow with the Department he will be placed in charge of. Address enquiries to Box No. 1496 c/o "Hongkong Telegraph."

MISCELLANEOUS.

HOUSE mid-level also one between Cathedral and St. Paul's. Mortgages arranged on architect's valuation. Houses, Flats and building lots negotiated. Small Investors. Tel. 4630.

FOR SALE.

FOR SALE.—Three Letter Press Printing Machines, with motors. Apply Manager "S.C.M. Post."

FOR SALE.—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

PREMISES TO LET

FELIX VILLAS.—At the TERMINUS of the new BUS SERVICE European residences equipped with modern sanitation, electric light, gas, as well as garage and comprising six rooms, four bathrooms, servants' quarters etc., at \$150, and upwards. These comfortable residences on Mount Davis Road, face South and are situated in one of the most delightful localities in Hongkong. Apply to the Hongkong Land Investment & Agency Co., Ltd.

TO LET.—A fully furnished 5 roomed bungalow, at Cheung Chau. Good Garden, near ferry and bathing beaches. Apply Box No. 1499 c/o "Hongkong Telegraph."

VICTORIA HOTEL, QUIET RESIDENTIAL PARTMENTS.—Full board small room \$95 monthly. Medium sized room \$120 inclusive. Large commodious bedsitting-rooms \$130 monthly, 1 minute from Ferry. Next new hotel Hankow Road, Kowloon. Tel. K.357.

TO LET.—From May 15th, on monthly tenancy basis, fully furnished five-roomed house, with tennis court, situated at Magazine Gap. Apply Box No. 1498 c/o "Hongkong Telegraph."

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TWO large rooms excellently situated for offices on the 2nd. and 3rd. Floors of "St. George's" Building facing Ico House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

GROUND FLOOR PREMISES "ST. GEORGE'S BUILDING," opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st. Floor.

Before You Advertise
COUNT THE "TELEGRAPHS"
On The Peak Tram

NOTICE.

HONGKONG JOCKEY CLUB.

The Second Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 1st May 1926 commencing at 3 p.m. The first bell will be rung at 2.30 p.m.

The charge for admission to the Public Enclosure will be \$1.00 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linthead and Davis at \$5.00 each up to Friday 30th April.

The charge for admission for Ladies to the Members' Enclosure will be \$2.00. Each member can obtain, upon application to the Secretary, Badges for the admission of two Ladies free of charge.

CHINA UNDERWRITERS, LIMITED.

NOTICE is hereby given that the second Ordinary Yearly Meeting of Shareholders of China Underwriters, Limited, will be held at the Offices of the General Managers, Messrs. Shewan, Tomes & Co., St. George's Building, Chater Road, Hongkong, on Monday the 26th day of April 1926, at 11 o'clock in the forenoon for the purpose of receiving the Report of the General Managers and a Statement of Accounts for the year ending 31st December, 1925, and of electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from 19th April 1926 to 26th April 1926, both days inclusive.

By Order of the General Managers,
R. FARRANT,
Manager & Secretary.
Hongkong, 14th, April, 1926.

NOTICE.

HOLYOAK, MASSEY & CO., LTD.
We have this day authorised Mr. Brian Lander Lewis to sign our Company per procurator.
HOLYOAK, MASSEY & CO., LTD.
Hongkong, April 1, 1926.

NOTICE.

HOLYOAK, MASSEY & CO., LTD.
During the absence of Mr. P. H. Holyoak from the Colony, Mr. Brian Lander Lewis will be in charge of our business in Hongkong and South China.
HOLYOAK, MASSEY & CO., LTD.
Hongkong, April 7, 1926.

SAFE DEPOSIT VAULTS.

The Banque de l'Indo-Chine beg to inform all interested in safe deposit, that they have actually in their new building, 5 Queen's Road, safe deposit Boxes at the yearly rate of \$8 for the small size, and \$12 for the large size.

Please apply to the Cashier.

PEAK RESIDENTS' ASSOCIATION.

A meeting of Peak Residents will be held at the Peak Club on Monday, the 26th April, 1926, at 6 p.m. for the purpose of electing Officers and a General Committee for the current year.

Ladies are cordially invited to attend.

E. B. C. HORNELL,
Hon. Secretary.

Hongkong, April 12, 1926.

MASSAGE HALL

MRS. S. UZUNOYE
Expert Masseuse
37, Queen's Road, Central.
2nd. floor.

MRS. SEKAI MASSAGE

Tel. No. C.4433, 2nd. floor
No. 2, Duddell Street, Hongkong.

NOTICE.

Notice is hereby given that THE "HONGKONG TELEGRAPH" has not entered into any arrangement with any person or agency employed in canvassing for advertisements.

Advertising suggestions are submitted free, and schedules prepared and maintained by our own Advertising Department.

All enquiries should be addressed to the Manager.

Telephone No. C. 1.

FOR—

THIS WEEK'S BARGAINS IN MOTOR CARS

AND
MOTOR CYCLES,
SEE SPECIAL
ADVERTISEMENTS
IN THE
MOTOR SUPPLEMENT.

MASSAGE HALL

23 WYNDHAM STREET
MRS. H. MORITA.

LAMMERT'S AUCTIONS

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 26th April, 1926,

commencing at 11 a.m.,

at No. 15, Connaught Road,

Central, 1st floor.

A Quantity of Office Furniture.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, April 22, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 26th April, 1926,

commencing at 5.15 p.m.

at their Sales Room,

Duddell Street.

A Valuable Collection of

Postage Stamps.

(Particulars from Catalogue).

On View on Day of Sale.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, April 21, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 27th April, 1926,

at 3.00 p.m.,

at their Sales Room,

Duddell Street.

One 6-Cylinder Buick Motor Car.

On view on day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, April 22, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 27th April, 1926,

commencing at 2.30 p.m.,

at their Sales Room,

Duddell Street.

A Large Quantity of

Valuable Household Furniture.

Comprising:—

Teak Hatstand with Bevelled

Mirror, Tapestry Covered Sofa,

Armchair and Easy Chairs, Teak

and Rattan Seat Chairs, Teak Roll

Top Desk, Teak Bookcase, Oil

Paintings, Pictures, Vases, etc.

Teak Dining Tables, Dining

Chairs, Teak Sideboards with

Bevelled Mirrors, Teak Dining

Waggon, Ice Chest, Crockery,

Glass Ware, etc.

also

A Few Pieces of Blackwood Ware,

1 Cottage Piano by "Mondrie",

1 Cottage Piano by "Collard and

Collard",

2 Portable Gramophones,

1 Indian Motor Cycle with Side-

car,

1 12-Bore Sport Gun,

1 Cinematographic Machine.

Catalogues will be issued.

On view on day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, April 22, 1926.

HUGHES & HOUGH

LIMITED.

GENERAL AUCTIONEERS.

IMPORTERS, EXPORTERS &

GENERAL BROKERS.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

PUBLIC AUCTION

By order of the Mortgagee.

Mr. E. V. M. R. de Sousa has received instructions to sell by public auction

on

MONDAY.

the 26th day of April, 1926, at 3 o'clock in the afternoon at The China Auction Rooms, No. 4 Duddell Street, Victoria, Hongkong.

THE VERY VALUABLE

LEASEHOLD PROPERTY,

situate at Victoria aforesaid and

being SECTION "D" OF IN-

LAND LOT NUMBER FORTY

THREE

IN ONE LOT.

The property comprises the

messuage thereon known as No.

110, Queen's Road Central and

contains an area of 1080 Square

feet or thereabouts.

The plan of the property may

be inspected and further particu-

lar, and conditions of sale

may be obtained from the office of

Messrs. Deacons,

1, Des Voeux Road Central,

Vendor's Solicitors for

Mr. E. V. M. R. de Sousa

the Auctioneer.

CHURCH NOTICES.

A CHANGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong,

April 25th (St. Mark), 1926,

3rd Sunday after Easter. Holy

Communion 8 a.m. Matins 11

a.m. Preacher: Rev. T. B.

Powell. Healing Service 12

noon. Evensong 6 p.m.

Preacher: The Lord Bishop.

First Church of Christ, Scientist,

Maddonnell Road, below Bowen

Road Tram Station; Sunday

Service, at 11.15 a.m.; Subject:

"Probation After Death". Wed-

nesday Evening Meeting at 5.30

p.m., Reading Room at above ad-

dress, open: Tuesday and Fri-

day 10 a.m. to 12 noon, Monday

and Thursday 5 to 7 p.m.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, ROTTERDAM
ANTWERP, STRAITS,
PHILIPPINES.

The Steamship

"BENDORAN"

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 1st May will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before 15th May 1926 or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 1st May, at 10 a.m.

No Fire Insurance has been effected

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.
Agents.

Hongkong, 24th April, 1926.

The State of Morelos, Mexico, has seven Governors and three Legislatures, each claiming sole legal existence and denying the claims of the others. The three Legislatures support the cause of as many different so-called Governors. The other four "Governors" are said to be drumming up Legislatures to support them. Mexican States often have rival claimants for executive and legislative places, but Morelos seems to have established a record. Unless the tangle is adjusted by local agreement before long, it is believed President Calles will appoint a Governor.

TO AMATEURS.

HINTS ON TAKING SNAPS.

When purchasing a camera the lens is the chief thing to think about, though if properly used any reasonably well made camera will give sharp and clear photographs. For the beginner it is advisable to start with a simple form of camera, for the more elaborate one possessing an expensive lens will require much practice before it can be thoroughly understood in all its details.

Photography is an interesting hobby but can be a very expensive one. There are always running expenses, so that it is as well to bear in mind that apart from the greater initial expense necessitated, large cameras producing big pictures will require a greater outlay for materials and for developing and printing.

Having bought your camera and spent time and trouble in taking what you thought would be most charming pictures of groups and scenes, it is sometimes very disappointing to view the results. Pointing the camera at a scene, however charming it may appear to be, and just pressing the button will not necessarily result in a good photograph.

People with some artistic ability soon acquire the "photographic sense," which means that they are adept at choosing just the right aspect of a scene and the best angle at which to take it.

If the following few simple precautions are taken there is no reason why, with a little practice, the beginner should not produce successful pictures.

Practice will bring the ability to judge distances correctly, but in any case the object to be photographed should always be included completely in the view-finder. Photographs in which the top or bottom of a figure or building has been cut off are bad, and all that is necessary is to get farther away from the object.

Never have too much bare expanse of sky or empty foreground in your picture. A movement a little to one side, backwards or forwards, will often overcome difficulties of this kind.

See that due consideration is given to the arrangement and pose of the subject, whether personal or natural. See that you have something of real interest in the foreground, as this is generally the most important portion and more often than not "makes" the picture. Branches of overhanging trees can be made use of for fringing country snapshots, and will result in very artistic little pictures.

Always hold the camera firmly with both hands and perfectly level. If it is pointed upward or downward, persons and buildings will look as if they are falling backward or forward as the case may be.

Do not take a snap with the sun shining into the lens. This will give a flat, misty result. Perfectly clear photographs are obtained with the sun shining from behind, though better results are secured with the sun a little to one side towards the front, for then some shadows will be included in the picture, which always improve it.

A point to remember is that the best snaps are taken when people are unaware that they are being photographed, so as far as possible prevent people staring directly into the camera, and obtrude post attitudes and self-conscious expressions.

FLAPPER FANNY says



The matrimonial market is worse than its title.

WATCH for the OPENING DATE

REMEMBER

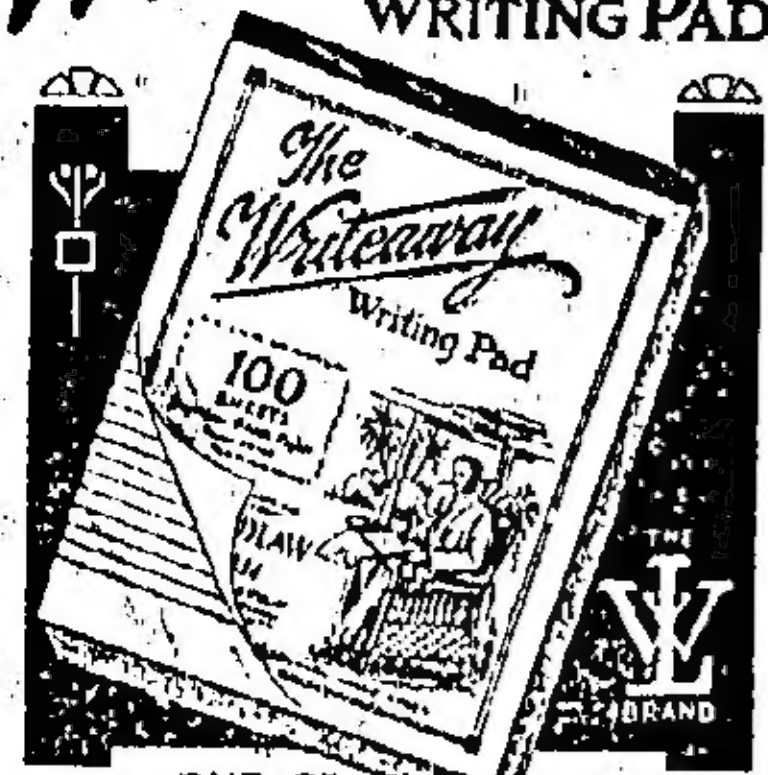
It always costs less at WHITEAWAYS

WHITEAWAY'S STANDARD VALUES

Represent the best possible value obtainable. Buying for cash in Huge Quantities for 44 Branches enables our London Office to get the finest Price from the Manufacturers. Economical Selling Methods on a strictly Cash Basis enable us to sell these goods on a very small Margin of Profit, no provision to make for bad debts.

CALL AND INSPECT THESE WONDERFUL VALUES

The "Whiteaway" WRITING PAD



ONE OF WHITEAWAYS STANDARD VALUES

Contains 100 sheets of foist ruled note paper suitable for foreign or ordinary correspondence. Size 10 X 8 inches.

Price 35 Cents each.

THE "MARVEL" BUNDLE OF TAPE

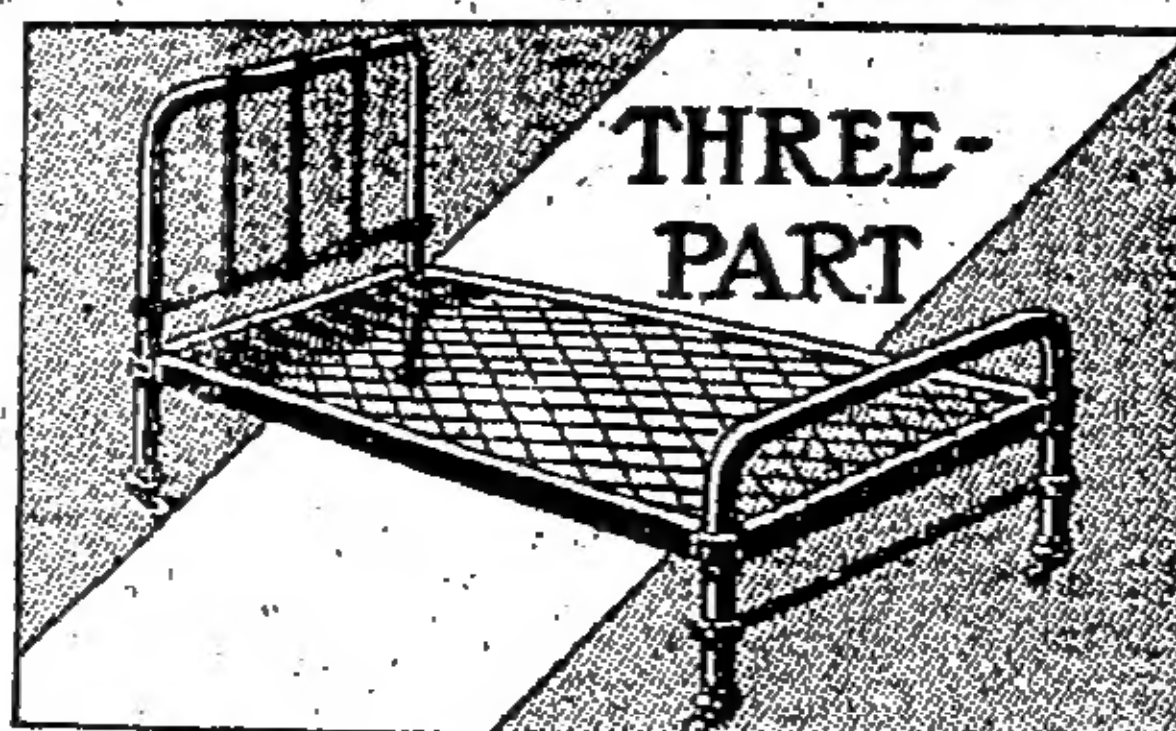


ONE OF WHITEAWAYS STANDARD VALUES

Contains 12 pieces of assorted widths English made tape. All useful lengths and widths.

Price 40 Cents per bundle

THE "WHITELAW" THREE-PART



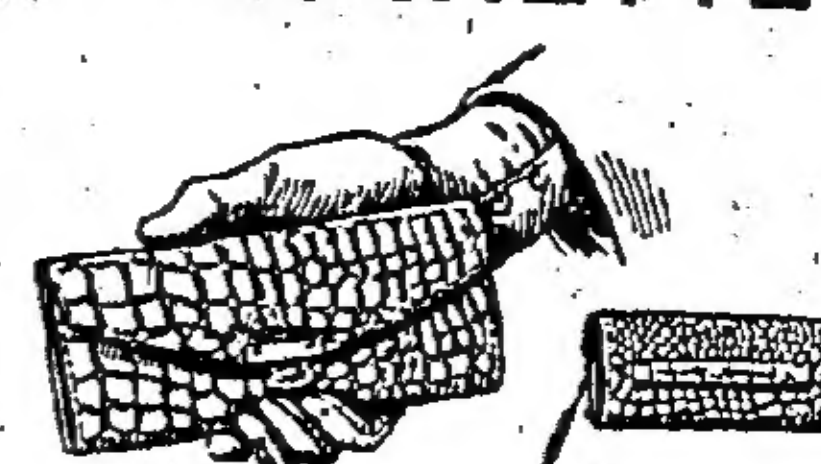
BEDSTEAD

ONE OF WHITEAWAYS STANDARD VALUES

Enamelled black, superior finish, fitted with 12 coil springs with anti-sagging mattress. Size 6ft. 6in. x 3ft.

Price \$13.50 each

THE "BOND-STREET" POUCHETTE



English made. Real leather in stamped designs. Complete with captive purse.

Price \$1.50 each.

THE "ORIENT" WRITING PAD



ONE OF WHITEAWAYS STANDARD VALUES

Contains 100 sheets of good quality cream paper ruled both sides. Good smooth surface.

Price 75 Cents each

THE "MILADY" LINGERIE BRAID



ONE OF WHITEAWAYS STANDARD VALUES

Done up in pieces of 8 yards in pink, sky, helio, white. Three widths.

30, 40 and 50 Cents per Piece

THE "CHALLENGE" SAFETY RAZOR

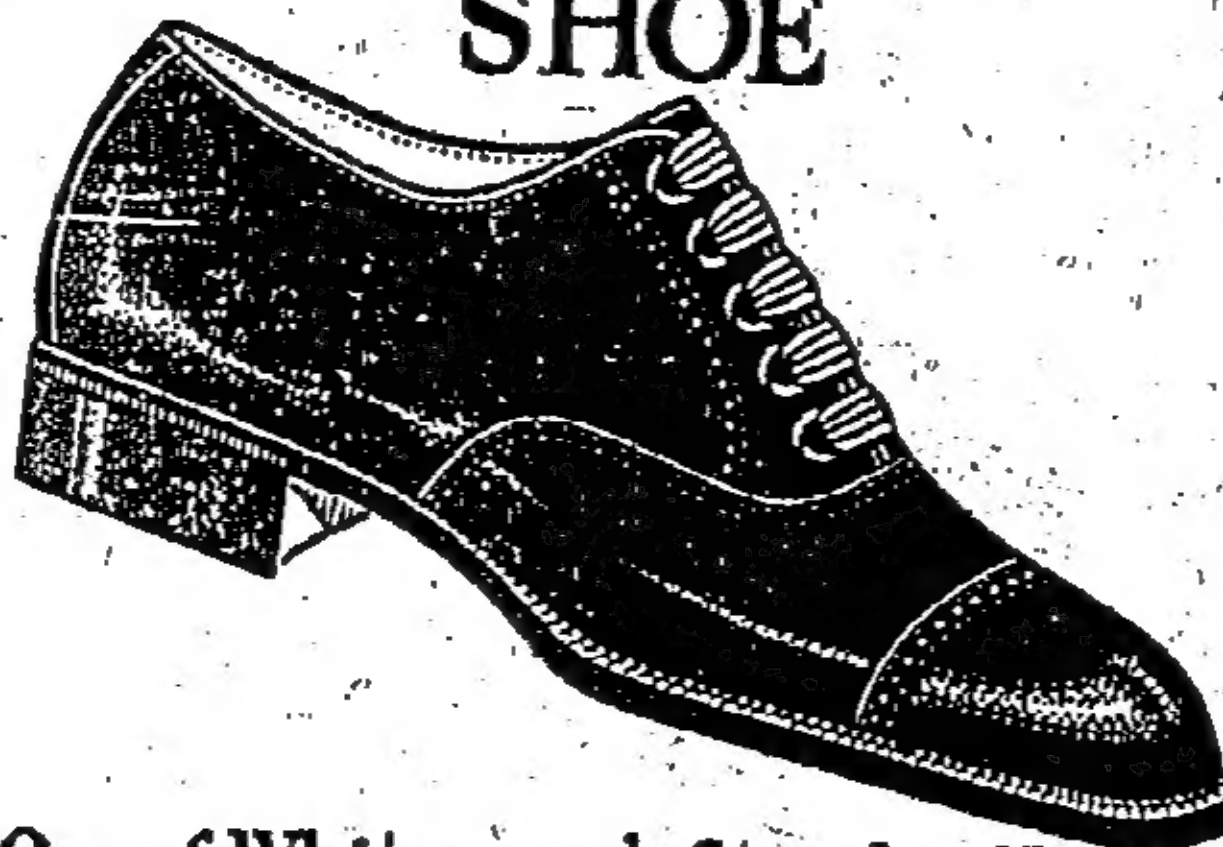


ONE OF WHITEAWAYS STANDARD VALUES

Complete in satin lined case with one blade.

Note Price \$1.00 each

The "COMET OXFORD" SHOE



"One of Whiteaway's Standard Values"

In black and brown calf leather. Good shape. All sizes.

Price \$6.95 per pair



These pipes are English made and can be had in all their new popular shapes.

Price 3 for \$1.00

THE "KLIPTEX" LADIES' HAIR CLIPPERS



ONE OF WHITEAWAYS STANDARD VALUES

Specially made for cutting ladies' hair. Fine steel cutting plates.

Price \$2.50 each

THE "MAMMOTH" WRITING PAD



ONE OF WHITEAWAYS STANDARD VALUES

The finest value ever offered in writing pads. 200 sheets of good paper ruled foist. With blotter.

Price 50 Cents each



White canvas court shoes, exact to illustration. Best Swiss make. Fine white canvas with good leather sole.

Price \$8.50 per pair



ONE OF WHITEAWAYS STANDARD VALUES

This self-filling fountain pen will give the same efficient service as many of much higher price.

Try One! Price 50 Cents each



As illustration. Best quality white canvas with durable leather soles. Better value impossible to get.

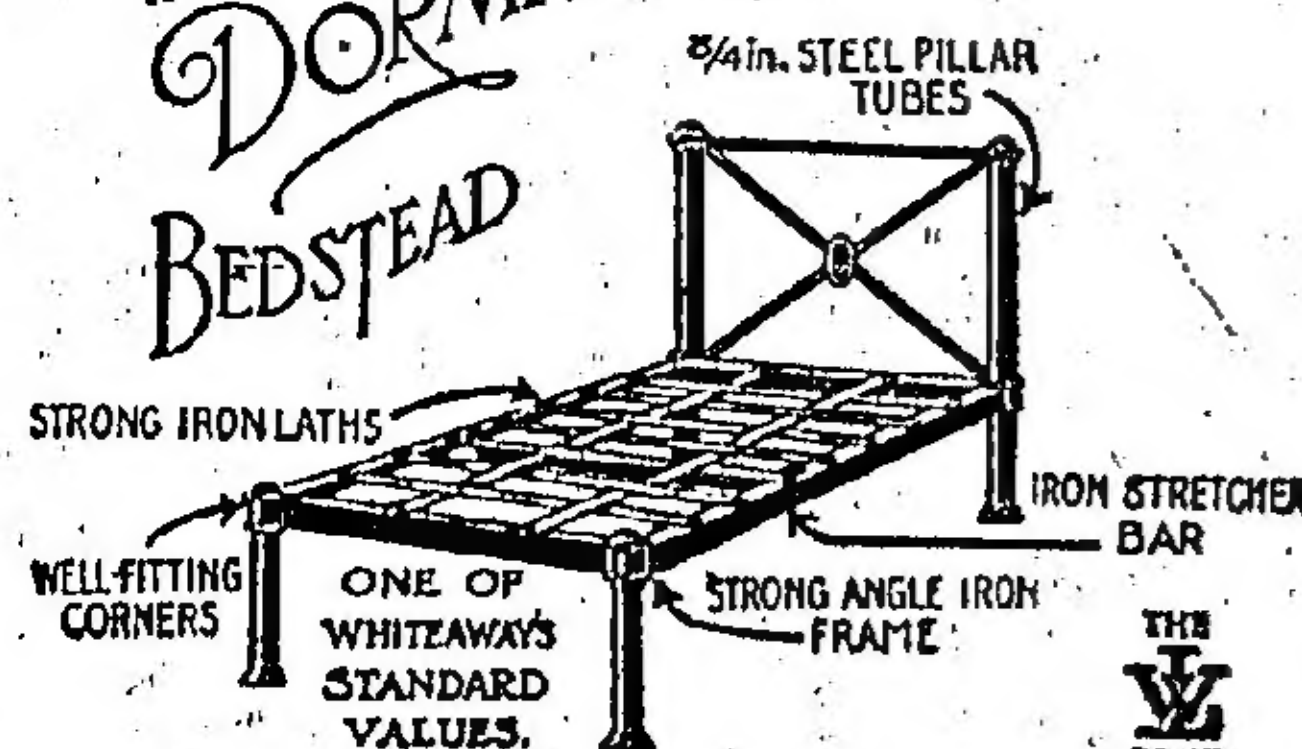
Price \$8.50 per pair



Made of good quality Zephyr in neat designs. Fast colours. Double cuffs. All sizes.

Price \$2.95 each

The "DORMITORY" BEDSTEAD



A strong useful bedstead of reliable English manufacture at a very cheap cost. Size 6 ft. 6 ins. x 3 ft.

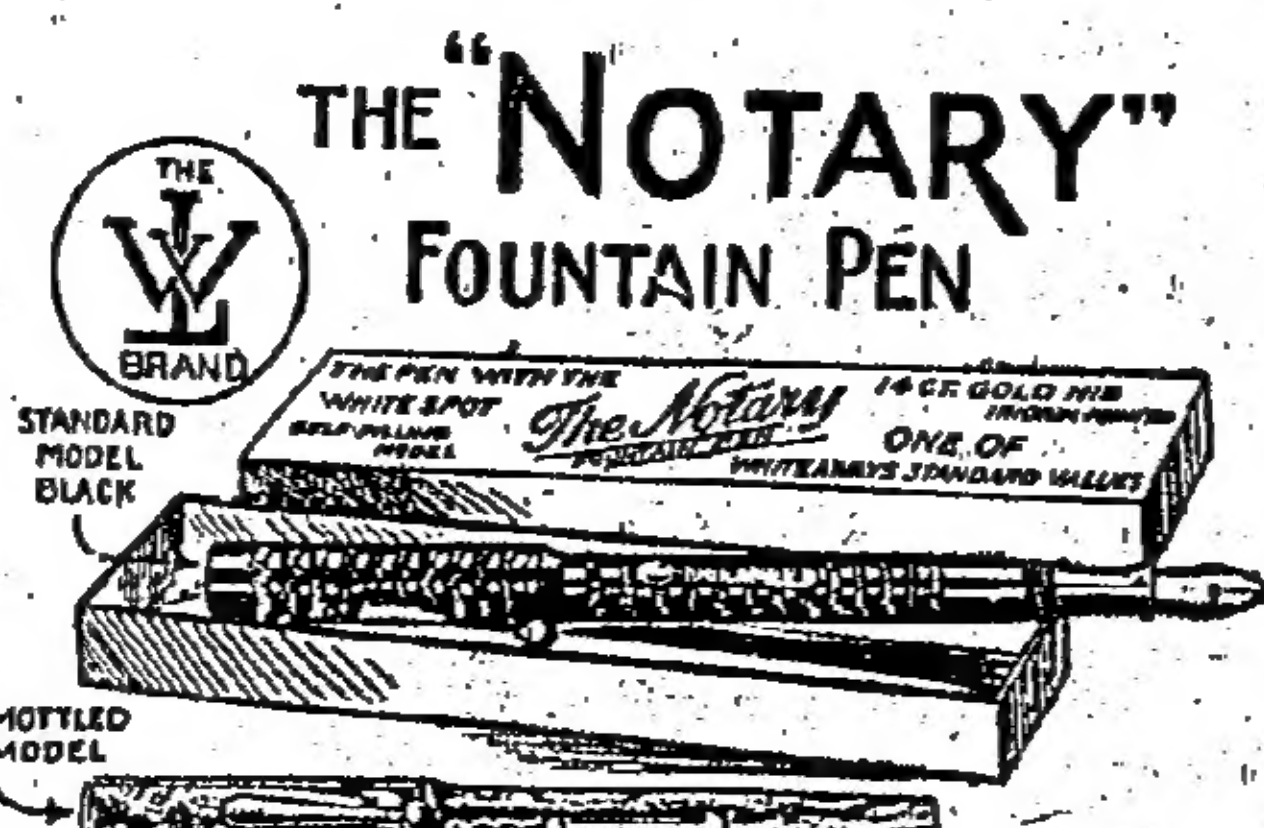
Price \$8 50 each.

The "POPULAR" KHAKI RIBBED HOSE



All wool, nice-weight hose, turnover tops. All sizes.

Price \$2.50 per pair



ONE OF WHITEAWAYS STANDARD VALUES

The Pen with the white dot and 14 ct. knife. Self-filling. Fine, medium or broad knives.

Black \$2.50 Mottled \$3.00



Bath Gowns. Good strong bath gowns of washing turkish towelling, in White with stripes of either Blue, Mauve, Pink or Green. Finished with girdle and Buttons.

Price \$11.50 each.



The Meadow Bleach Handkerchief one of Whiteaways Standard Values. Pure white lawn with hemstitched border.

Price \$2.25 Doz.

Do Your Shopping at WHITEAWAY'S and Save Money

Artistic Tiling

Suggestions and Designs submitted for every class of Floor and Wall Tiling.

Our workmanship is guaranteed, and all materials used are the best procurable.

Furthermore, every job is carried out under the supervision of an expert.

C. E. Warren & Co., Ltd.

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(Opposite Queen's Theatre)
Telephone C.269.

SHIPBUILDERS.
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BOILER MAKERS.
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OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 780 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOODOCK" HONGKONG.

TELEPHONE NO. 231.

CALL FLAG: "G" OVER "ABC, PENHANT."

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DEATH OF BLAHA.

A GREAT HUNGARIAN
SINGER.

Budapest.—A singer died recently in Budapest who contributed a great deal to the Magyarization of Hungary. When Luise Blaha was in her prime in the early seventies, Budapest was still largely German, the original inhabitants were of German origin, and the influence of the Hapsburgs kept the city largely Teutonic in atmosphere.

Luise Blaha began her career as an opera singer when she was only eight years old. She appeared at the Budapest Opera House in children's roles and her clear, bell-like soprano, even then amazed her listeners by its exquisite beauty. Later she became the most popular prima donna in the city, each operetta, such as the "Grand Duchess of Gerolstein," "The Princess of Trapezunt," "Orpheus in the Underworld," and "The Beautiful Helena."

The year 1872, when the new People's Theatre was opened in Budapest, meant a turning point in her life. The creation of this theatre was closely connected with the Magyar revival in Budapest, for until then all dramatic performances in the city had been in German, except for serious dramas given at the National Theatre.

The People's Theatre gave Magyar folkplays, the subjects being chosen from the peasants' lives in Hungary. The hero of the plays was usually the traditional Magyar "betyar," or outlaw, hunted by the imperial gendarmes, who was loved by the women of the village as much as he was feared by the men. The betyar of these folk-plays was almost always a sympathetic figure. He robbed the rich to provide the poor with bread. He was cold-blooded and cruel to his enemies and noble and unselfish to his friends—the poor and oppressed.

The folk-plays at the People's Theatre were richly interspersed with songs of the people which eager students of Hungarian folklore had collected in the wayside inns of the lowlands.

No singer at the theatre sang these songs more beautifully than Luise Blaha, who played the role of the most beautiful girl in the village, the girl whom the betyar wooed and won. Her interpretation of these strange, fascinating songs, with their irregular Eastern rhythms, soon won her fame, and all Budapest called her the "Magyar Nightingale."

The German inhabitants of Budapest were so eager to hear her sing that many of them deserted the German theatres and became imbued, through her, with the spirit of the Magyar revival. Visitors in Budapest from all over Europe always went to hear her, and it is said that the late King Edward, when he was Prince of Wales, never missed an opportunity of going to the People's Theatre when Blaha was singing.

One of the strange ironies of Luise Blaha's life was that she, who exerted such a strong pro-Magyar influence, was herself of Austrian origin. Her father had been an Austrian officer, who served for many years in a Hungarian regiment. Luise was born and brought up in Hungary; she always felt the fascination of this strange country and was herself a Hungarian in every sense of the word.

Luise Blaha, such an ardent believer in the Magyar restoration, lived to see this movement degenerate into a kind of jingo patriotism, which went so far as to support the counterfeiting of money as a means of restoring Hungary's old glory. The last event in Budapest before her death was the arrest of Prince Ludwig Windischgraetz and the alleged other franc forgers.

THE TYPEWRITER.

ITS EFFECT AS A
DILUTENT.

What difference have the typewriter and the stenographer made in the style of official letters? Do they stand as barriers between the eloquence of the dictator and the correspondent? Do they stem emotion and cramp form?

I fear it is only too probable. What letter, for instance, from a Sovereign to a Minister about an official draft is to-day couched in the terms used by Queen Victoria when writing to Lord Russell in 1862?

"The things of this world are on interest to the Queen, be-

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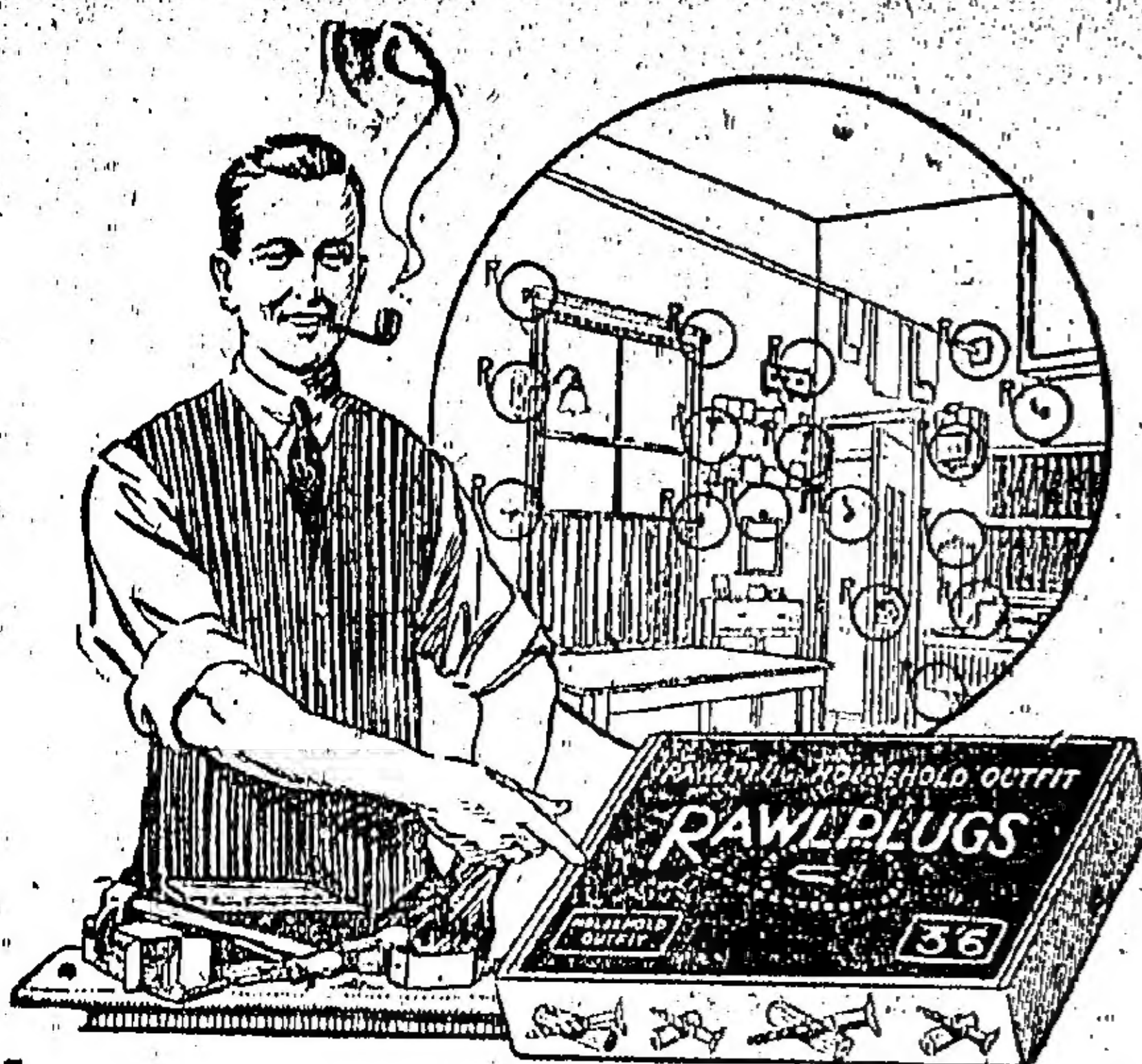
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"Three Castles"
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beyond the satisfaction she must can be imagined. The eternal Even such a small pain as experience, if Peace is obtained, future is her only comfort. No; I fear there is no doubt of for her thoughts are fixed above. (here follows a comment on the draft under consideration) the steadfastness of the third person; could not dictate this letter to a stenographer or a dictaphone. The Queen leads the most utter-ly wretched and desolate life that



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BAD SPELLERS.

SOME POSSIBLE CAUSES.

In the old days it used to be assumed and generally with justice, that the cause of bad spelling was scant reading. Of the modern outbreak of the disease there can be no explanation so simple, for most of those who nowadays suffer from it read enough in all conscience.

How is it, then, that in this literate age there is so much apparent need for a dictionary on the writing-table and so little apparent use made of it? How is it that, though we reprobate the suggestion that cross-word puzzles may usefully increase the solvers' vocabulary, we are yet bound to admit that they may have some value in teaching their devotees how to spell? What blind spot in the contemporary eye allows a word seen again and again in print to be after all written wrongly and to go to post with its error unperceived?

Perhaps those who seem doomed to bad spelling have some strange disability to observe or to remember the shape of a word; for words, like faces, are remembered by their shape and expression better than by any deliberate, according of their component parts.

Perhaps this disability is the outcome of reading that is too fast or—this is at least as probable—too slow. Perhaps the sinners whom the discipline of no dictionary will redeem, endured some curious system of phonetics in their youth and have never recovered from it.

But none of these reasons, nor all of them together, will account for the man, often of considerable culture, who flounders for ever between errors and misnomers, or for the lady who knows everything else worth knowing but suffers repeated humiliation before "seize" and "siege." These are incurable; our advice, our encouragement, and our dictionaries are all in vain.

The truth is that after many years of torment, bad spellers, if they have not the saving effort of a wise ally, make light of trivial errors, lose their nerve and are overwhelmed in their own "dispair."—Times.

BRITAIN AND DYES.

HOW WE HAVE FAILED.

London, 24th March.—Criticism of the new constitution and management of the Dyestuffs Corporation on the 23rd March, Doctor Levinstein declared that the war time lessons of the nation's vital dependence on the dye industry had been forgotten.

He emphasised that the great German dye plants were potential arsenals which kept Germany supplied with ammunition, provided poison gases, and added essence of the chemical warfare.

It will be a surprise if future belligerents only launch a substance as valuable and dangerous as mustard gas. But when that is available in sufficient quantities it will secure victory.

There will not be time to provide a reply. Therefore the nation would sleep more comfortably if it possessed a patent force to counter the enemy's activities.

Dr. Levinstein added that Lord Ashfield, when President of the Board of Trade in war time, forced the amalgamation of the companies into the Dyestuffs Corporation, but failed to fulfill his promise to restrict the imports of dyes for a decade.

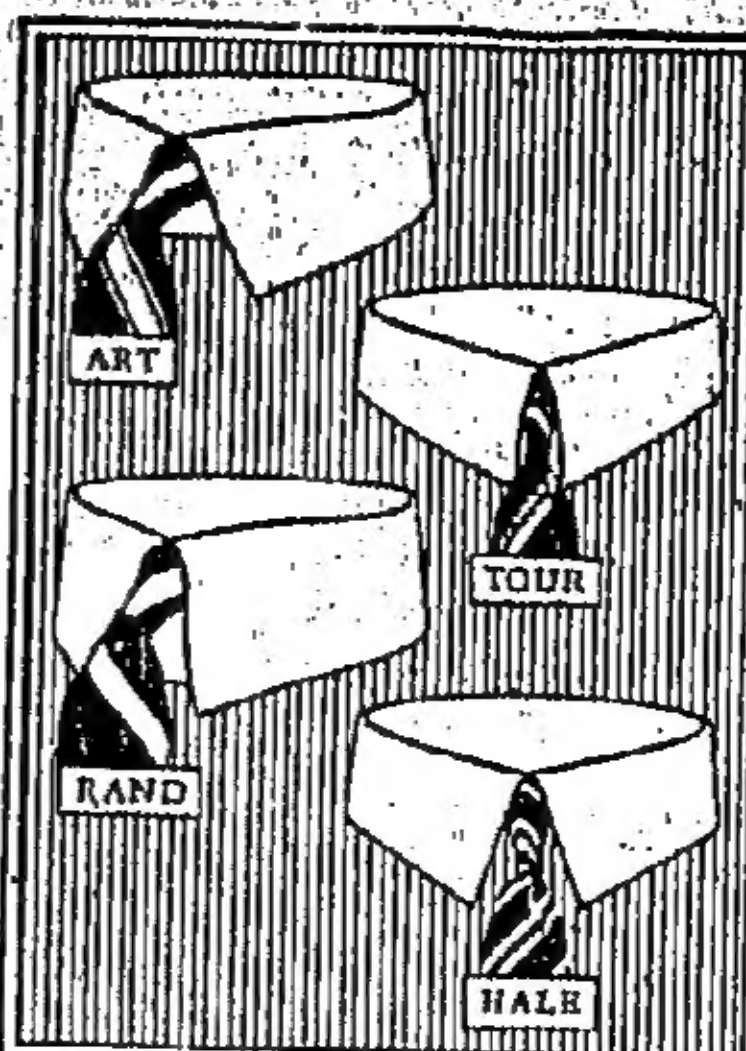
Parliament passed the Dyestuffs Acts after renewed German imports had irretrievably damaged the industry.

Lord Ashfield, despite eighteen other directorships, was now chairman of the Dyestuffs Corporation and had introduced reconstruction causing great loss to the companies.

In the amalgamation Dr. Levinstein's company's shares were now merely wastepaper.

He added that Lord Ashfield was an example of the cult of the titled amateur entering business. This cult was unknown outside England and was ruinous to the country, handicapped industry and stimulated Labour unrest.

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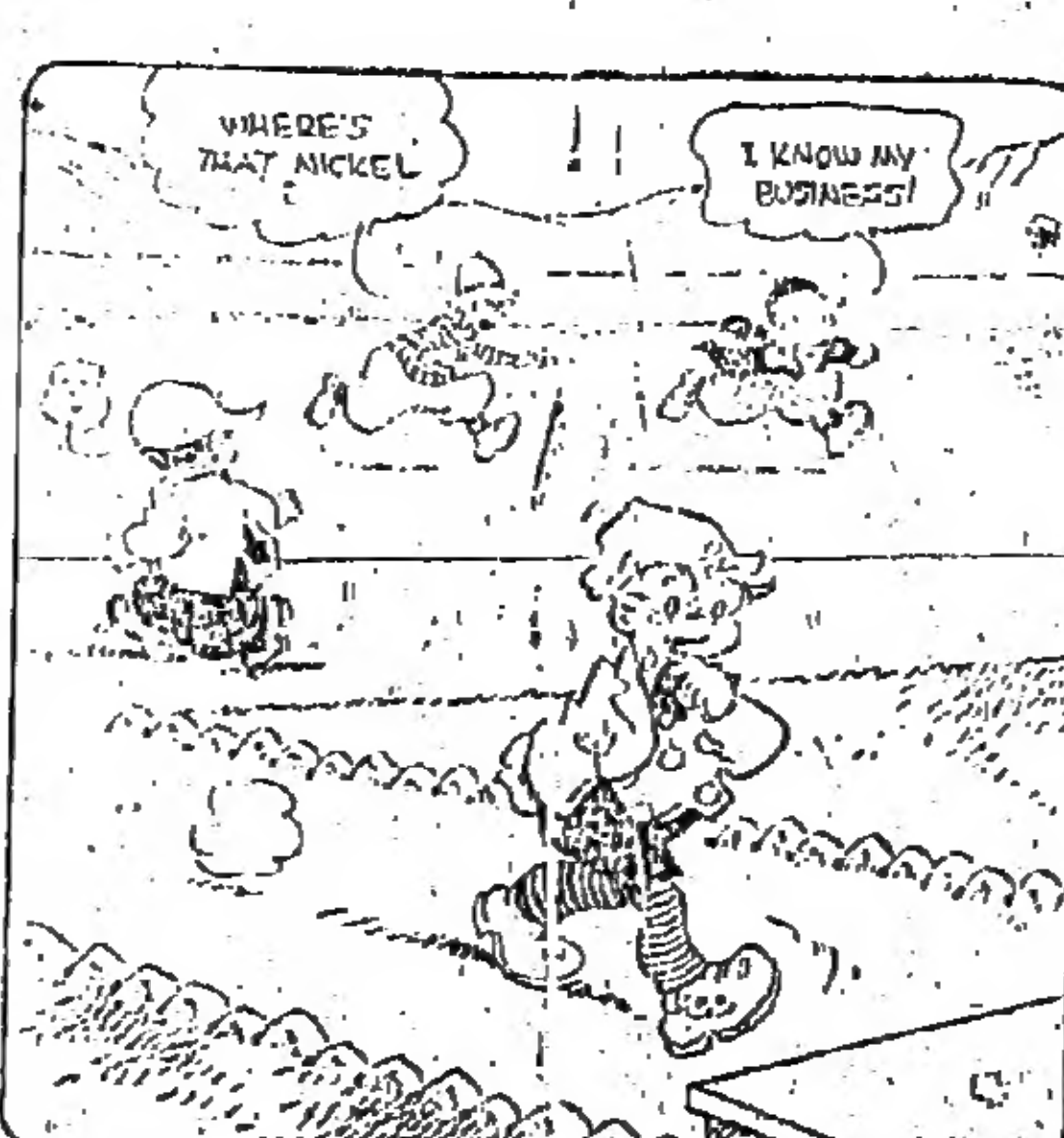
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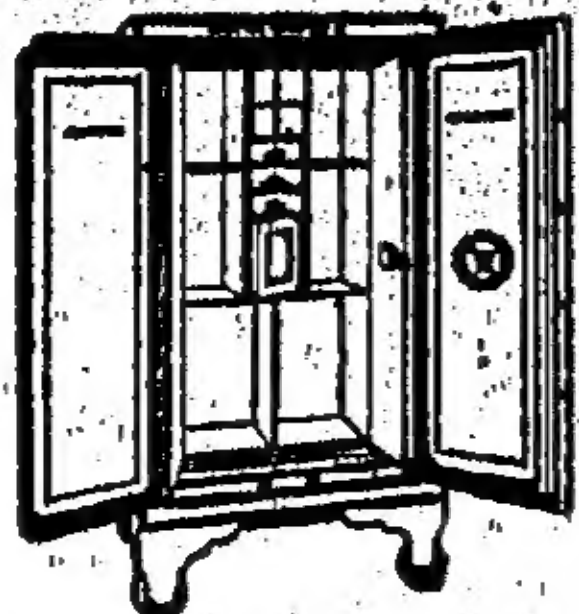
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DEATH.

JUVENAL.—At the Matilda Hospital, on April 24th, 1926, Madame Juvenal (dies) Madame Jeanne Sully. Funeral will pass the Monument to-morrow (Sunday) at 4 p.m.

The Telegraph.

SATURDAY, APRIL 24, 1926.

THE FIRE BRIGADE.

There will be general satisfaction felt at the fact that the Government has decided to appoint a Committee to consider and report upon measures for improving the fire-fighting organisation of the Colony. The consensus of opinion is that, in spite of the excellent progress which has been made in recent years, the Fire Brigade is still far from what it should be for a Colony of this size, especially in view of the existence of huge blocks of tenement property where the risks of serious outbreak are ever present. Let it be understood that in saying so much we do not desire in any way to reflect on the officers of the Brigade, who really do wonders when we take into account the number and type of men under them. On the latter point, we still fear that the inducements offered to firemen are not sufficient to attract the best type of man for the work, and, in any case, there are far too few Europeans in the Force properly to direct the activities of the men when serious outbreaks occur. As we have stated before, it is bad policy to draw from the ranks of the police, as it was recently suggested should be done, for work of this kind. That is in principle a reversion to the old system when European police were liable for Fire Brigade duty, a system which was found in no sense satisfactory to anyone concerned.

We realise, of course, that the community has only a right up to a certain point to look to the Government for protection against fire. It is the duty of property-owners to co-operate with the authorities in fire-preventive measures; and in this connection we trust that the Committee of Investigation will be able to make useful proposals to the Government, especially in regard to types of native buildings. When it comes to fire extinction, however, the public has a right to expect the provision

of every possible means to cope with outbreaks. And it is on this point that fears exist regarding the existing organisation. So far as equipment is concerned, the Brigade is now better supplied than it ever has been, but when we come to the personnel, it is to be doubted whether this is nearly large enough. The need for more Europeans appears most insistent, and if development along these lines, or any other, is likely to be retarded by reason of lack of funds, then surely some scheme could be evolved whereby insurance companies could assist. This would be in their own interests, for the better the Colony's fire-fighting organisation, the less liability would there be to fire risks.

Finally, we entertain the hope that the Committee, when appointed, will comprise a thoroughly representative body of men, and that every facility will be afforded it to prosecute its investigations. It would appear especially desirable that officers of the Brigade should be given every opportunity of expressing their views before the Committee with the utmost freedom. Let the subject be investigated from top to bottom, and when the Committee makes its report, it is to be hoped that the recommendations put forward will receive the sympathetic consideration of the Government.

Britain and America.

What must be in the nature of a counter-blast to the recent surprise request by Senator Borah that England and France should pay up sums of money which he said were owing because of seizures of contraband made off American ships before America came into the war is the demand now being presented to the United States by Great Britain for the discharge of certain long-standing debts in favour of British bondholders. We have not the facts before us to show how long ago it was that the eight enumerated States of America raised the loans on which it is said they have defaulted, but we imagine that the debts must be very old ones—certainly long before the war. Why British bondholders have been quiescent for so long is also hard to understand, but it would appear that the raising of the question now is not unconnected with the plea of Senator Borah that England and France should be held accountable for war-time losses incurred by American citizens when they were shipping goods to enemy countries—countries against which America herself later went to war. Senator Borah's contention raised something like a storm of protest and not a little apprehension in the two countries named, and we think he would have been well advised to have let sleeping dogs lie. The sum of \$75,000,000 is estimated by Sir James Martin to be owing by defaulting States to British people, but until fuller information comes to hand regarding the nature and age of the loans it is premature for us to express any opinion on the recoverability of the money. As a matter of policy, however, we regret the tendency for the leading politicians and business men of America and Britain to indulge in tactics calculated to produce friction and annoyance. The habit is becoming deliberate, and it is one of the most-to-be-regretted outcomes of post-war Anglo-American relations. On many things the two countries do not see eye-to-eye, but it is only foolish to aggravate each other.

MOSCOW BALLET.

BIG TREAT FOR HONGKONG.

Next week, Hongkong is to have a big treat, in the visit of the Moscow State Ballet, which is to open a season at the Queen's Theatre. It is likely that the opening night will be on Thursday, but the exact date will be notified later. The Ballet has made a great name for itself in the North, as will be seen from the Press notices appearing in an advertisement on another page. The *N. C. Daily News* says that, saving Pavlova, Shanghai has seen nothing to approach the Moscow State Ballet.

DAY BY DAY.

IN MATTERS OF FACT THEY SAY THERE IS SOME CREDIT TO BE GIVEN TO THE TESTIMONY OF MEN, BUT NOT IN MATTERS OF JUDGMENT.—*Hooker.*

It is notified that in the estate of the late Mr. Leo Longinotto, solicitor, a first and final dividend of \$9,500 per cent has been declared.

Messrs. White, Page & Co. and Mr. P. S. Page, A.C.A., are gazetted as qualified auditors for the purposes of the Companies Ordinances.

Mr. and Mrs. R. M. Dyer, Mrs. R. H. Charles and Mrs. S. T. Williamson were among the passengers of the Changte which left for Australia ports via Manila on Thursday.

The King's Exequatur empowering Mr. Harold Shanta to act as a Consul for the United States of America, in Hongkong, has received His Majesty's signature.

Gramophone enthusiasts will have an opportunity of hearing the Orthophonic Victrola in the Cith Hall on Monday at 5.30 p.m. at Prof. Danenberg's Pupils' Recital.—*Advt.*

His Excellency the Governor has appointed Mr. W. L. Patterson to be a Member of the Licensing Board for a period of three years, with effect from 23rd March, 1926.

His Excellency the Governor has been pleased to appoint Mr. H. B. L. Dowbiggin to be a Member of the Board of Education, vice Mr. E. F. Aucott, who has left the Colony.

It is notified that, at the expiration of three months, the Loon Hang Steamship Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

It is notified for general information that restrictions have been placed on the landing of dogs on Shamoen. Particulars can be obtained from Secretary, Shamoen Municipal Council, or from the Colonial Veterinary Surgeon, Sanitary Department, Hongkong.

Among passengers arriving in Hongkong yesterday from Manila by the s.s. President Pierce were:—Mr. W. A. Butterfield; Major F. E. Winter; Mrs. Milton D. Purdy, (wife of Judge Purdy, Shanghai), who is remaining in Hongkong for about ten days; Mr. A. S. Iserson, connected with a large embroidery store in New York, with branches on the way to San Francisco with his wife and daughters; and Mr. Arsenio Luz, Director of the Philippine Islands Carnival, accompanied by Mr. Carlos P. Romulo, Editor of one of the Manila newspapers, both of whom are stopping at Repulse Bay for a time.

HONOURING SHAKESPEARE.

THE FLAGS OF SIXTY-THREE NATIONS.

London, April 23. The flags of 63 nations were unfurled at Stratford-on-Avon to-day as a world-tribute to Shakespeare. They included the Soviet Red Flag, which was unfurled by the Counsellor of the Russian headquarters in London.

Three long rows of flags, headed by the Union Jack, made an impressive spectacle, as they floated simultaneously at the sound of a trumpet.—*Reuter.*

WEEK'S CESSATION.

IMPORTANT PROPOSAL FOR SPINNING TRADE.

London, April 23. The Short-time Organisation Committee of the Federation of Master Cotton-Spinners' Association of Manchester, has decided strongly to recommend that the mills in the American section and Lancashire yarns industry close for a full week beginning, May 3rd. The decision affects two-thirds of the spinning trade and 150,000 operatives.—*Reuter.*

MIXED GRILL

A Merry Miscellany
Ashley Sterne

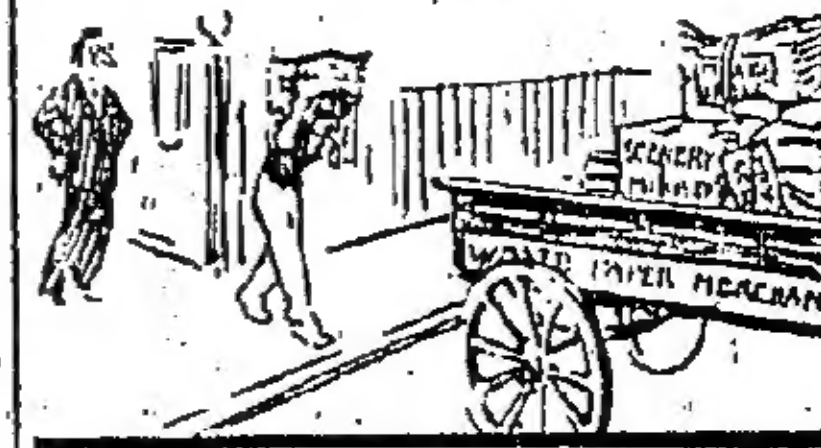
I am sure you will be interested to hear that from a computation I have made from the columns of the daily papers the first primrose of the year has already appeared in 13,497,608 different gardens.

This inspires me to ask why first primroses and first cuckoos are apparently the only two "first" things concerning which folks trouble to write to the newspapers. Nobody ever writes to record the appearance of the first lungwort or the first toad: nor, as the year advances, does anyone bear witness to the advent of the first new potato or the first watering-cart.

An eye-specialist has made the somewhat surprising discovery that nearly all the world's famous criminals have possessed blue eyes. I say "surprising" because, whenever I (and I feel sure many others) picture a criminal, I see a person with either deep black eyes like stowed prunes, or else vivid green eyes like bottled green-gages. Somehow I cannot visualise the possessor of eyes "blue as the summer flax" boiling his grandmother in the copper, or putting powdered electric light bulbs in the baby's pap. On the other hand, I cannot imagine a man with sinister black or green eyes doing anything else.

Anyway, I am thankful to have my misconception corrected, and I am anticipating the day when some nasal specialist explodes another illusion by informing us that all the world's most famous saints had bulbous crimson noses.

I read that the original M.S. of a poem by Tennyson was recently sold at auction for £265. For the guidance and convenience of collectors of MSS. who would like to "get in on the ground floors," I may mention that the present



price of the original M.S. of "Mixed Grill" is ten shillings a ton delivered carriage-free per own horse and van.

I should add that the M.S. of next week's Hundredth Number containing SOME STARTLING AND REMARKABLE FEATURES is not included in this offer, as I intend to present it to the British Museum; or, if the Museum doesn't want it, to the National Gallery; or, failing their acceptance, to the Lunacy Commissioners.

Most of Society's visitors to the winter sports of Switzerland have now returned, several with trophies of their prowess. Lady Bowe-Legge has proved the winner of the Novices' Ski-Jumping Contest with a jump of 2318 feet, which she made accidentally by slipping over the famous precipice of the Inkhorn. Capt. Rashleigh Slyder has won the bobbleighing "donkey" race for the Upper Gungadin Cup by cleverly running his sleigh into a Punch and Judy show. The Hon. Mrs. Bumper-whackford was

awarded, in absentia, the Figure-skating Championship at Pucker-laken for her admirably-executed cutting of an irregular polygon. I understand that the lake is still being dragged for the body.

PARLIAMETARY INTELLIGENCE. (At the moment of going to press, nobody had displayed any.)

My experiment of reporting the Stock Exchange news, in verse last week having met with so wide a measure of approbation, I have much pleasure in presenting the report of the Produce Market in similar strain:—

Housewives all, rejoice with me!
Pepper's down to one-and-three!
Bacon, too, is somewhat easier,
While butter closed a trifle greasier.

As for poultry, meat and game,
They closed much about the same,
Excepting lamb; there was a very
Strong demand for Canterbury.

In the mart of Billingsgate
Appeared a scarcity of skate;
Though happily there was a glut
Of Iceland odd and halibut;

While at distant Convent Garden
Artichokes inclined to harden;
But turnips slumped disastrously—
Eheu! hinc ille lachrymatus!

My heart goes out to house women, the radio widows, who have been so bitterly complaining in the Press that their husbands have absolutely deserted them in favour of their wireless sets. If I were a cynic I should merely comment that the deserters have simply exchanged one loud-speaker for another. But my sympathy is genuine. After a woman has been accustomed for years to have her husband poring nightly over the evening paper, cursing the incoherent, complaining at the extravagant method of her housekeeping, and in other ways showing her those customary little marital attentions which to women mean so much, it must be a bitter, bitter blow to have the evening pass in perfect silence, while hubby, clamped to his head-phones, twiddles knobs about and smiles happily to himself as he beachcombs the ether for unconsidered trifles.

At the same time, and in common fairness, I must remind the distressed radio widows how patiently and uncomplainingly their husbands bore with the jumper-knitting craze.

Said an eminent London preacher: "Charity is all too often exercised as a varnish to the conscience." This is what the American Immigration officials would call "moral turpitude."

FRENCH DEBT.

NEW OFFER TO UNITED STATES.

Washington, April 23. The French Ambassador, M. Henri Berenger, appearing before the Debt Funding Commission, submitted a new French offer for the settlement of the war debt of four milliard dollars.—*Reuter's American Service.*

A GENEROUS GIFT.

Paris, April 23. The Maharajah of Boroda has sent 100,000 francs for the amortization fund.—*Havas.*

In the meantime, the proposed Asiatic legislation will not be proceeded with.

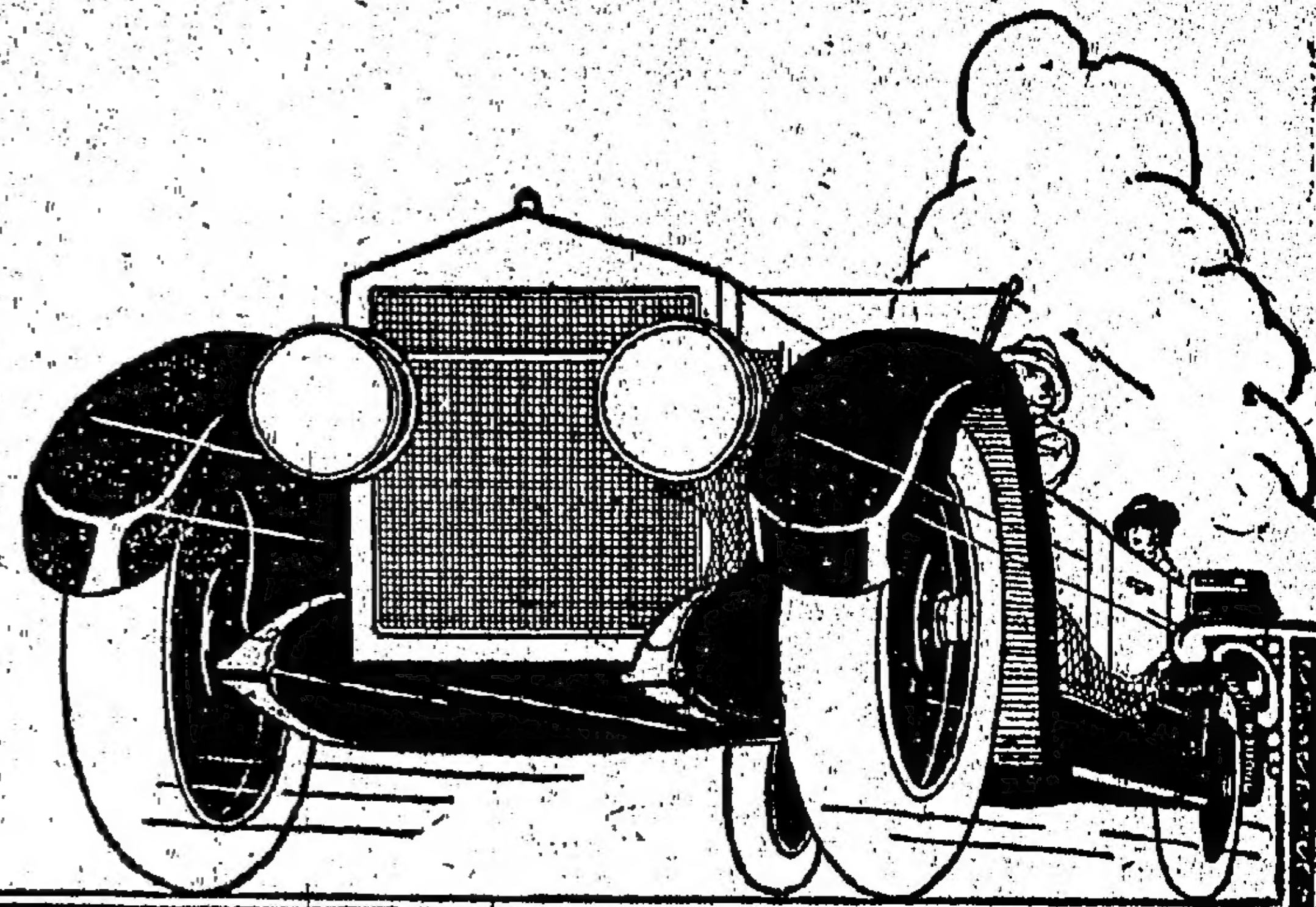
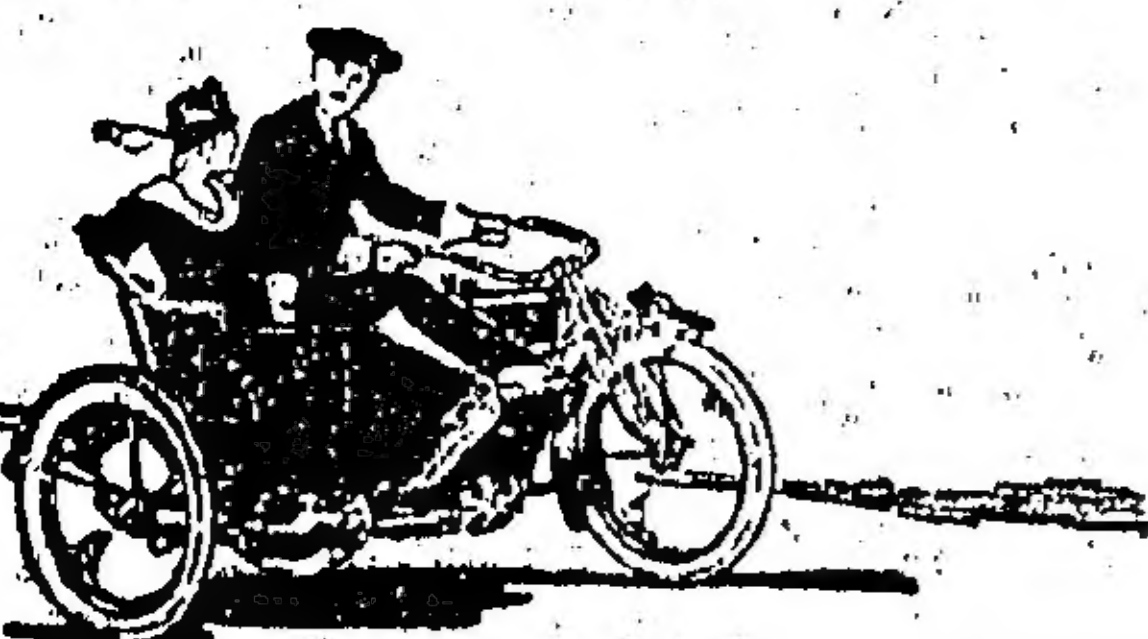
Dr. Malan expressed satisfaction that the matter was dealt with as solely concerning South Africa and India.—*Reuter.*

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 24th. April, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Unnecessary Disturbance.

That parking facilities in Hongkong are not plentiful, must be freely admitted, but it is nevertheless unfortunate that the main parking space should be in such close proximity to the leading hotel, as is the Pedder Street stand. Even in ordinary times, when the hotel is able to provide accommodation for several hundred guests, it must be remembered that the majority of those living there are local residents who find it more convenient to reside at a hotel, and it is for these that we have pleaded in the past, and do so again now. Regulations should be drawn up which would prohibit the nightly disturbance brought about by the starting-up of engines, and the merciless and unnecessary sounding of motor horns. We have received several requests to plead the cause of these people whose rest is interrupted every night, and in gladly doing so, we earnestly hope that official action will at last be taken.

Restricted hours.

There can be no objection to a regulation which would prohibit cars parking within a certain distance of the hotel after 10 p.m. nightly, or before 8 a.m. in the morning. The people who unwittingly create the nuisance are in all probability residents who have a perfectly quiet bedroom awaiting them elsewhere in the Colony, and who would quite rightly protest if even one motor car awakened them for several consecutive nights within a relatively few feet of their bedroom window. How much greater is the annoyance suffered by people who are awakened nightly, not once, but probably a dozen times between the hours of midnight and 1 or 2 a.m.?

Why Not Connaught Rd?

It is surely not too much to ask motorists to park their cars on the Connaught Road Praya a few hundred yards East or West, from the Post Office. In fine weather the distance to be walked would only be a few hundred yards, while in wet weather there would be no great objection to

cars pulling up at the entrance to the Hotel when required, providing that the drivers were instructed to drive as quietly as possible, and not to sound the horn unnecessarily. Unquestionably, something should be done, because it is not merely transient who are concerned, but business men who have to rise early in the morning and fill their respective roles in the Colony's commercial life. Surely they have a right to expect some consideration!

A Bad Practice.

There is at least one bad practice among many local owners who are able to afford the luxury of a chauffeur which ought to be stopped. We refer to the practice of paying the chauffeurs' fines when they are dealt with at the Magistracy for the infringement of traffic regulations. It is common knowledge that when a private chauffeur it is his employer who generally pays up for him, and thus what ought to be the salutary effect of the fine is utterly wasted. Any man who can offend without cost to himself isn't going to be very careful about offending again, and we appeal to owners to discontinue the practice of paying for chauffeurs who are fined. Perhaps a better way of dealing with motor drivers who are found guilty of offending the regulations would be the temporary suspension of their licences. Abolish the system of fines altogether and make the penalty a graduated scale of suspensions. In this way the owner, liable to lose the services of his driver, would take a little more care in seeing that the man conformed in every way. Only when drivers of vehicles are compelled to obey rules and regulations, will our public streets become less dangerous. In any case, chauffeurs ought to be made to pay now.

New Members.

Since the last list was published, the following have joined the Hongkong Automobile Association:—
W. R. Mansfield
A. Brerley
J. F. Grose
Ho Wing Tsun
E. L. Judd
J. D. Kinnaid
W. Kent
H. Lowcock
Paul Lauder
A. Rollin
Dr. Shiu Lok Shang
J. H. Wallace
N. G. Beale
C. Bernard Brown
H. Davenport Brown
W. A. Cornell
Kwok Chan
M. W. Lyons
R. E. Lindell
G. Mellis
F. E. Mash
H. K. Woo
P. Tod

Foreign Motor Taxes.

The Secretary of the Automobile Association (London) sends us the information that under a new Swedish Customs law recently passed, a duty at the rate of 15% ad valorem is to be imposed on all motor cycles entering Sweden. The date when the tax will come into operation, however, has not been fixed. In the meantime, therefore, the old scale applies, viz., solo motor cycles 60 Kroner each, motor cycles with sidecars 15% ad valorem, plus 150 Kroner per kilo for rubber tyres.

IMPERIAL TRADE.

RAPIDLY INCREASING.

Recently published statistics show that the British motor industry as a whole is rapidly increasing the bulk of its trade with the Empire overseas. Messrs. Singer & Co., Ltd., of Coventry, report wonderful business with the various Dominions and colonies, and state that Australia alone is taking every week a really substantial number of Singer cars. At present, the export consists principally of the popular 19-25 h.p. 4-cylinder model, which, in its improved form, provides a really roomy and comfortable 4-seater at an extraordinarily moderate price. Recently shipments have begun to be made of the new 14-34 h.p. 6-cylinder model, which first came before the public at the recent Olympia show.

SOUTH AFRICAN POLICE.

USE B.S.A. CYCLES.

Details of an important innovation in South Africa have just been received by B.S.A. Cycles Ltd. This relates to the mounting of members of the South African Police Force on motor bicycles.

East London led the way by mounting a policeman on a 9.86 h.p. B.S.A. combination, the first official patrol by the South African Police in any town in the Union. Johannesburg then followed suit by mounting three police, again on B.S.A. Motor Bicycles, but the machines chosen this time were B.S.A. 4.95 h.p. solos. Up to the present the motor cycling police have concerned themselves chiefly with offences against the motoring law.

20 MINUTES PER MILE.

NOVEL DEMONSTRATION.

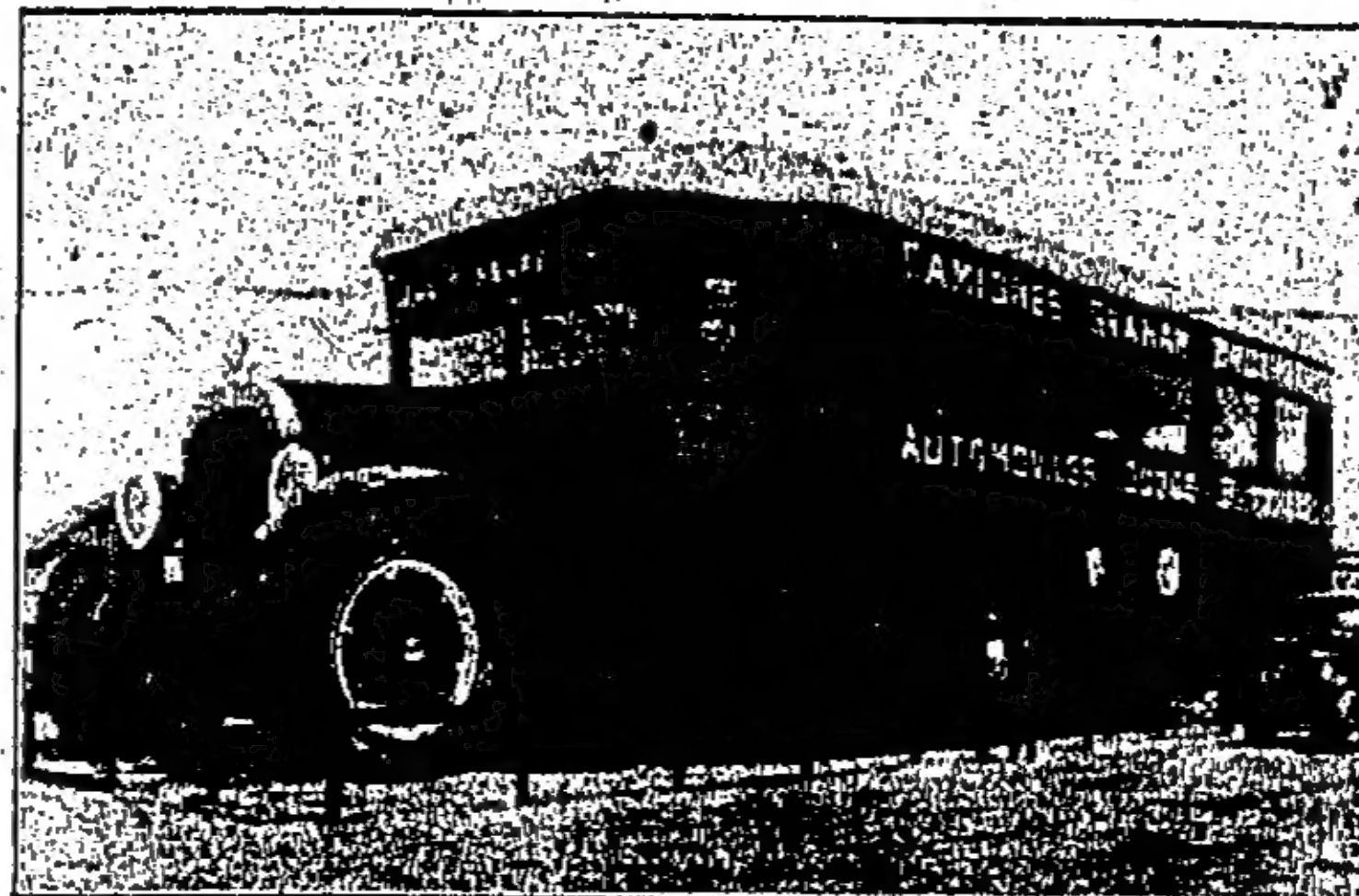
From time to time one hears of various tests being invented to demonstrate the flexibility or slow running of particular makes of motor car. An old favourite was the running of a driverless car round and round in a circle with the steering set rigidly to full lock and the gear lever in top. But even this test loses its novelty when compared with a trial recently described by a Welsh owner of a 14-30 h.p. Armstrong Siddeley. He selected the promenade of a well-known seaside resort for his test, and then in top gear without touching the clutch or brakes proceeded to cover a measured mile by stop watch in the remarkable time of twenty minutes. The slow running of this car is remarkable because, whereas there may be plenty of cars which may give a momentarily speedometer reading in the neighbourhood of 5 m.p.h., there cannot be many which can be throttled down for so long to 3 m.p.h.

The Belgian Frontier.

A new special "reciprocity" tax is levied on the Belgian Frontier on tourists' cars coming from certain countries. British cars are exempt from this tax, so that A.A. members, if called upon to pay it, should refuse to do so, on the grounds that it does not apply to motorists usually resident in Great Britain.

WORLD'S BIGGEST MOTOR BUS.

GIANT VEHICLE 100 FEET LONG.



The illustrations show the exhibit of Dodge Brothers cars and Graham Brothers trucks. It has a capacity sufficient to hold 124 Dodge Brothers touring cars and eight Dodge Brothers chassis boxed for shipment with room above the boxes for a few hundred spare tyres.

Julio Favre, Dodge Brothers and Graham Brothers dealer in Buenos Aires, Argentina, built this colossus of busses as an exhibit for the big automobile show recently held in Buenos Aires, and it was not only the sensation of the show, but received wide publicity in the newspapers through all South America. The wheel which is shown in the picture is nine feet ten inches in diameter, the head-lamps were four feet one inch; the height of the radiator was eight feet five inches; height of body, 26 feet; width, 27 feet six inches; length, 72 feet; over all height of bus, 37 feet; over all length, 100 feet one inch.

From the outside, the bus is an exact replica of the Graham Brothers street car type bus, like the 148 used in Detroit by the municipal street car lines and like those which are used in many cities in North and South America, and, in fact, in many cities in all parts of the world.

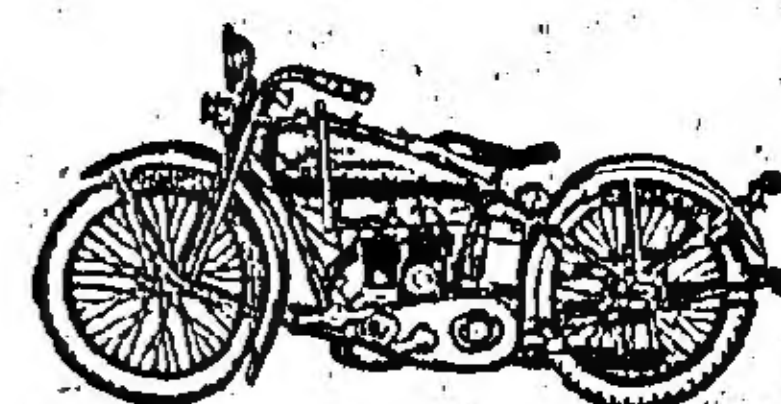
Mr. Favre used the interior of the bus during the show for his

NO COMFORT CHART.

Manufacturers and dealers who put so much stress upon the riding qualities of the autos they sell have made little effort to develop instruments for scientific measurement of riding comfort. Practically all other parts of the machine are tested and measured accurately. Riding quality depends not only upon the construction of the machine but also upon road conditions.

BOYS POOR DRIVERS.

Youths under the age of 18 years failed to prove their ability as auto drivers in America. Junior operators' licenses were issued last year in the rural districts of New York. There were 40,000 applicants and 5627 licenses granted. The junior operators were the cause of 118 accidents during the year, one of every eight of which resulted in the loss of human life.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the

S. S. "EMPRESS OF ASIA"

We received two models of the famous

HARLEY-DAVIDSON SINGLE CYLINDER OVERHEAD MOTORS

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.
Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROP IN AND ALLOW US TO DEMONSTRATE
THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



Mobiloil

Make the chart your guide

IS IT WORTH IT?

In the past five years, Gargoyle Mobiloil has been more widely imitated than any other brand of lubricating oil sold for motorcar engine lubrication, yet today Gargoyle Mobiloil is as distinctive as ever, in quality, in lubricating value and as regards ability to give service. A few cents more per gallon, yes but you get the very finest quality of lubricating oil obtainable. That's the difference.

The fact that a gallon of Gargoyle Mobiloil will last longer than a gallon of cheaper lubricating oil, is insignificant compared to the vital factor that Gargoyle Mobiloil will give infinitely greater protection to your engine and reduce wear to a minimum.

If you want the utmost satisfaction from your car, drain the crankcase while the engine is hot, and refill to proper level with the Correct Grade of Gargoyle Mobiloil as recommended in our Correct Lubrication Chart.

VACUUM OIL CO.

BABIES RIDE IN AUTOS.

The automobile has caused the bottom to fall out of the baby carriage market. Parents find that an automobile is a good substitute for the old-time perambulator—and it gives them a wheel carriage that the whole family can ride in.

NEED NEW ROAD SIGNS.

There is a general need for the replacement of signs on our rural highways. There is also a need for clear signs along the roads leading to important cities. Weather conditions during the winter have erased or destroyed signs.

JOIN



THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
5% Off Gasoline Bill.
Free Legal Advice.
Free Mechanical Advice.
Associate Membership of the
R. A. C. and A. A. London.

All Communications for
Membership etc. to

MR. P. M. HODGSON,
Hon. Secretary.

Bank of China Building.

1926 Douglas

THE VIBRATIONLESS MOTOR CYCLE

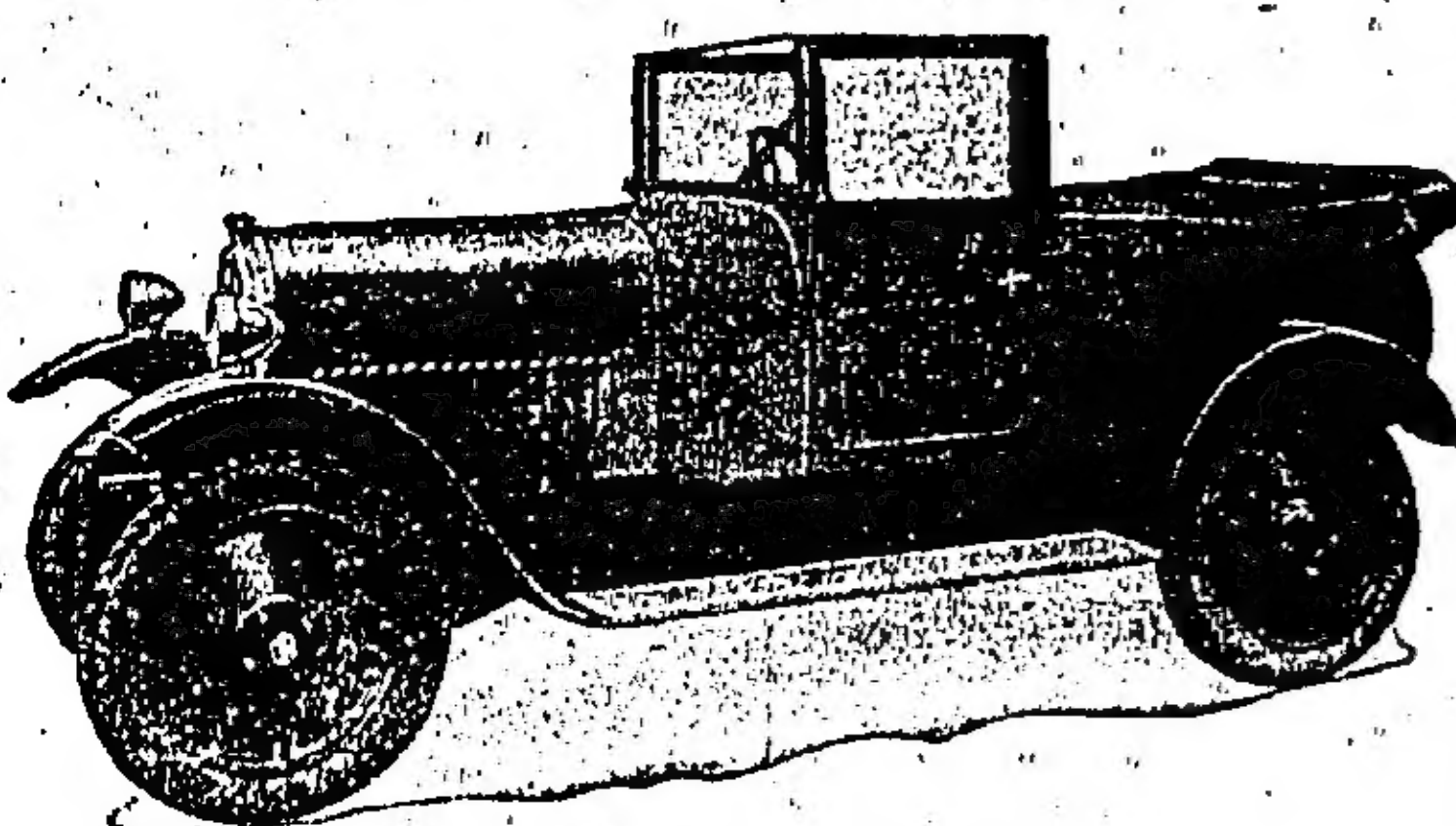
Full Particulars from the Sole Agents:-

Alex. Ross & Co. (China), Ltd.

BANK of CHINA BUILDING and 1A, CHATER RD.

G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,050 Ready for the Road

Full Particulars from:-

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

THE LADY MOTORISTS OF PARIS



By Margaret Bradley in The Morris Owner.

The Parisian lady motorist is the most modern of modern creations. The war, responsible for so many changes, in no way assisted in her development, for, during those four terrible years, during which English-women drove staff cars and ambulances at home and even in France, the rule in this latter country was that women's place was anywhere and everywhere but at the wheel of a car. The staff officers picked on the famous race-drivers to rush them from point to point, the old men drove the lorries; Orientals were given the easier tasks in the rear, and the women stayed at home and filled the land or worked in the factories or looked after dashing aviators in the hospitals, as taste or terrible necessity dictated.

Nowadays, if people turn round in the streets to look at the smart little person in her small car, it is not because she is a rare sight in Paris, but because, as usual, she manages to look so elegant and has succeeded in making her car look so well that one is tempted to think she took up motoring because it gave her a new sphere in which to display her taste and charms. There is always a note of originality about the Parisienne's car, whether it be an extremely sporty, semi-racing model, or the more sober and elegant two-seater saloon. For driving about town, for shopping and visiting, these closed two-seaters are very much in vogue. There are any amount of them in Paris at the present time, but it is certain that no two are exactly alike in appearance, for each owner puts her pride in distinguishing her conduite interieure from the others by some colour scheme or details of finish, with the same exquisite taste that she dispenses upon her frocks and hats.

Individuality. Sometimes the exterior is sober and dark toned; in such a case the interior relieves this sobriety with its wealth of luxurious and brilliant

cushions, with a fur rug, with flowers in a cut-glass holder, with a vanity-set, complete from scent-spray to lip-stick—in a word, the car is a boudoir on wheels. The ambition of every Parisienne is to create a style or genre which shall be characteristically her own. It matters little what it be so long as it sets her out as a personage of distinction on the highway of fashion. Classically sober, mad, cubist, dadaist, futurist, Egyptian, Grecian, all offer good material to the lady driver. The latest style runs along sporting lines. It may be a really powerful and fast car, with an extraordinary number of chevaux under the bonnet, or it may be a more modest production, which has all the appearance of the real thing. The essential is that it shall have long, low graceful lines, ridiculously low doors, which one can jump over with a careless sporty movement, a long exhaust-pipe, with just enough smoke appearing to give a speedy air without attracting the attention of the police (for the authorities in Paris are apt to be fastidious on this point), and, of course, it calls for goggles, a smartly cut leather coat of a dashing, determined air. While in the small two-seater it is considered good taste to have a Pekinese on a silk cushion sitting by one's side while driving, on the sporting model it must be a mastiff or a bull-dog of the fiercest looking type. The collar is quite out of place; for he is too debonnaire to stand as a contrast to the owner at the wheel.

The Parisienne motorist must be exerting quite an important influence on the body-builder, for never, until the last two or three years, have we seen such a fancy for line and colour. Madame naturally wants her car to set off her complexion and frock, so that colouring is a matter which can by no means be overlooked. A particularly bright shade of "wine" red has a great favour lately, also harmonies of beige and brown—beige body, brown imitation leather hood, brown interior with brown fur rug and cushions of the same tones brightened by a touch of yellow and gold. Polished wood copper-riveted bodies are the last word for the summer sports car, with polished aluminium and green, following them closely in popular favour. There are innumerable details in which to prove one's good taste as a motorist, from the mascot on the radiator cap to the fetich doll dangling over the rear window of the car, the sole purposes of which appears to be to amuse the people in the cars behind.

(To be Continued.)

FIRESTONE VICTORY.

Information to the following effect has just been received by The Dragon Motor Car Company, Ltd., local distributors for the Firestone Tyre & Rubber Company:

At Miami, Florida, on February 22nd, 1926, Firestone Gum-Dipped Cord Tyres again demonstrated their outstanding superiority in the 300 mile National Championship Race. This was the first race on the new Miami board track. Peter de Paolo, the winner of the 1925 Indianapolis Speedway Race and National Champion of racing drivers in 1925, drove his Duesenberg Special to victory in the Miami race at the average rate of 129.29 miles per hour, establishing a new world's record for the distance. De Paolo, as well as all other drivers to finish rode on Firestone Gum-dipped Tyres and Steam-Welded Tubes. De Paolo's victory was assured by the fact that during the entire race he was not called upon to make a single stop.

These Tyres are all purchased outright by famous racing drivers, who not only depend upon Firestone to carry them to new speed records and many victories, but who trust their lives implicitly to the Firestone Gum-Dipped Cord construction.

PACKARD

—the Choice of Diplomats

THOSE who are chosen to represent their countries at the courts of the great Capitals must in turn possess equipment in keeping with the importance of their missions.

Ten prominent American diplomats have recently selected Packard cars as affording the distinction necessary to their business and social activities.

In England, a Packard Six has appeared at the Court of St. James, while in France, an Eight has stood, an object of beauty, at the gates of the Palais de l'Elysee.

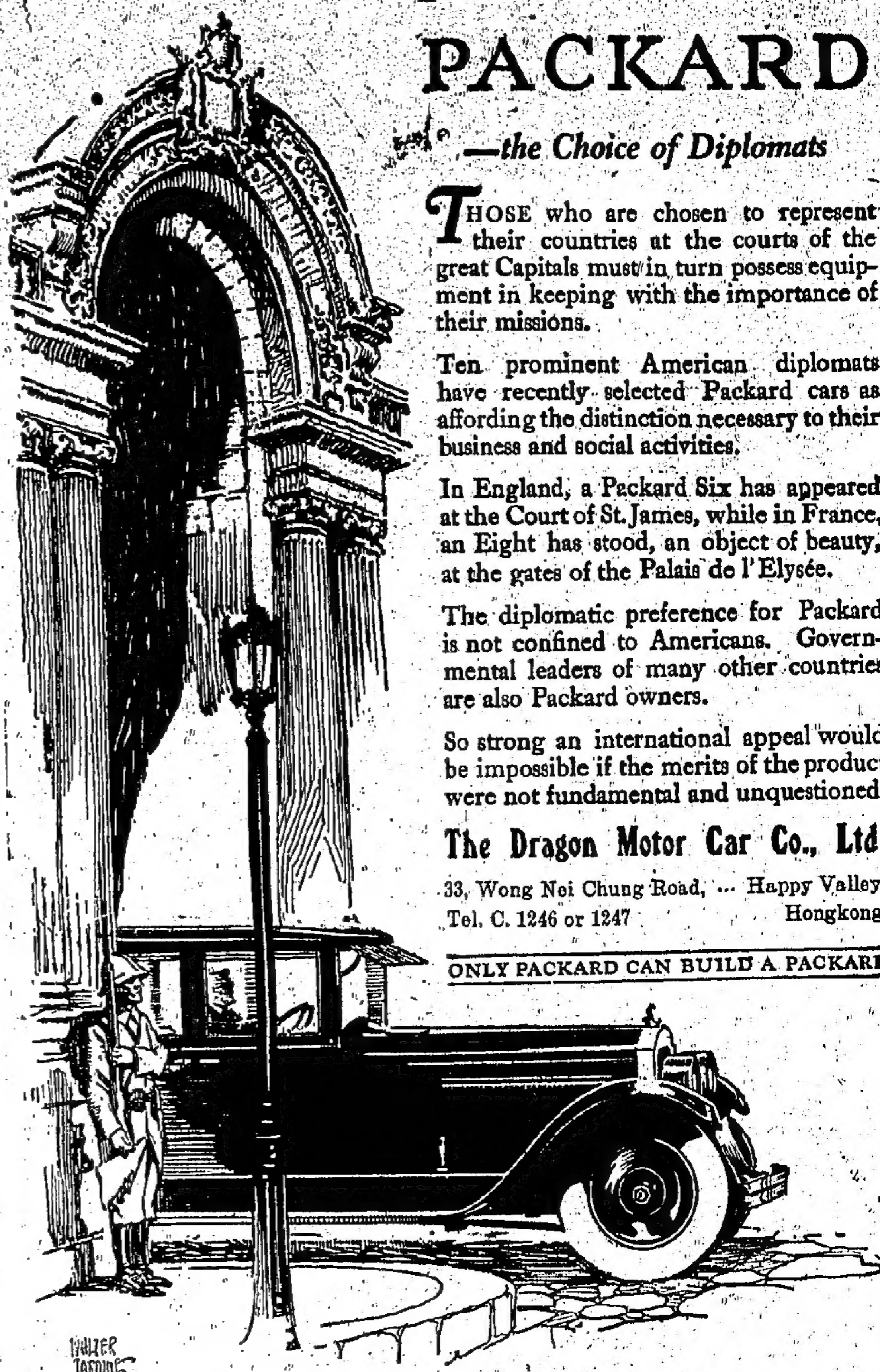
The diplomatic preference for Packard is not confined to Americans. Governmental leaders of many other countries are also Packard owners.

So strong an international appeal would be impossible if the merits of the product were not fundamental and unquestioned.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, ... Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD



Lower Prices Greater Values

Dodge Brothers, Inc., are able to make a tremendous reduction in prices because they are practically doubling production.

They believe in passing on to the buyer the full benefit of savings effected through greater and better facilities.

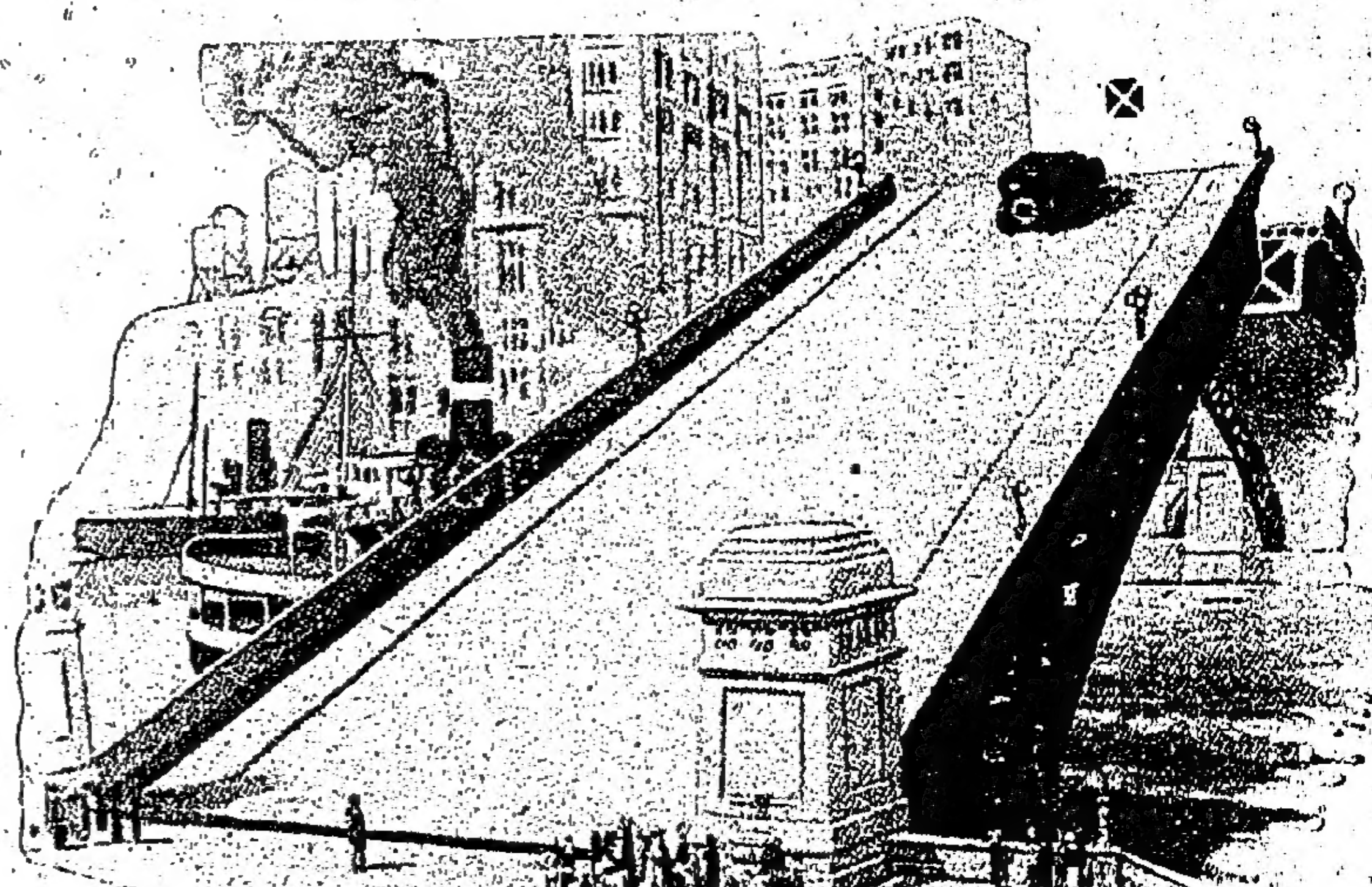
The completion of a \$10,000,000 expansion program puts them in a better position than ever before to meet the enormous demand for a product that was always exceptionally good and is now better than ever.

New prices are now available from any Dodge Brothers Dealer.

THE DRAGON MOTOR CAR CO., LTD.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY, TEL. C. 1246 or 1247.

**DODGE BROTHERS
MOTOR CARS**



Up a 12% Grade in high

Faced by a drawbridge, opened until its roadway presented to you a 12% grade, you would decide immediately that no car on earth could climb such a height in high. Railroad engineering limits its grades to 4%.

But the Better Buick, with its 75 horsepower Valve-in-Head engine, can stop dead still in front of a 12% grade—then start in high gear—and lift itself to the top—gaining speed all the way.

The Better Buick is a remarkable motor car. Its horsepower is only one of the many new features added to the Buick qualities you have known in the past. Now reliability is assured by the "Triple Sealed Engine." (Air cleaner, gasoline filter and oil filter). New comfort is found in more spacious, more luxurious body interiors. New smartness is apparent in body profiles and Duco color combinations.

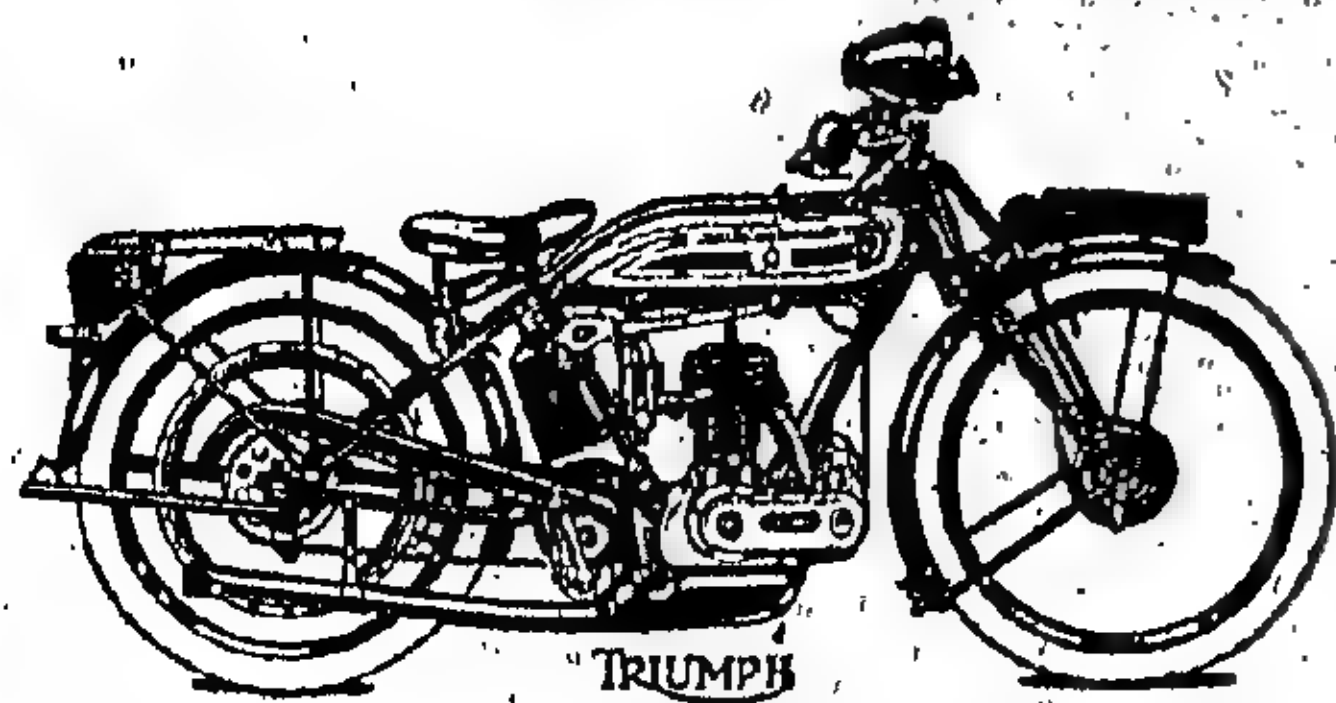
And Buick value leads the world. At its price, this better motor car is the year's most attractive motor car investment.

**THE HONGKONG & KOWLOON TAXI
CAB COMPANY, LIMITED.**

32-35, Des Voeux Road ... Tel. C. 1030 E.

the Better Buick

1926. TRIUMPH



£59.50 ... Electrical.

Particulars upon Application.

Singapore Reliability Trial.
IMPROVED Model "P" Triumphs gained
2nd & 3rd Places. Team Prize
thus securing 6 out of 7 Cups offered.

Alex. Ross & Co. (China), Ltd.

Bank of China Building and 1A, Chater Road.

BY CAR TO LONDON.

ACROSS SANDS OF PERSIA.

Ten Miles a Day!

Further news of the progress that is being made by the three motorists who are attempting to reach London on a Trojan car is contained in a letter which has been received from Mr. Marcus Canagaby, one of the intrepid trio, by Mr. C. W. Abrams, Straits Motor Garage, Singapore. When last heard of the party were about to leave Quetta to travel through Persia, one of the most difficult sections of the trip. The latest information shows that in spite of many trials they have accomplished a feat which only Major Forbes Leith, the famous British motorist, has achieved before them.

Mr. Canagaby writes: "We have had a terrible time in coming from Quetta to Duzd. It is only 460 miles but it has taken us exactly 45 days. Our chain is in pieces and every tooth on the rear dog wheel is gone. We wired Mr. Rostron (Leyland agent at Calcutta) for replacements, and he has kindly sent them, so that we shall be moving again in a couple of days."

"Finished the Worst."
"I believe we have finished the worst and that it will not be long before we reach our destination. This portion, from Quetta to Duzd, is what Major Forbes Leith calls the impassable silver sands of East Persia. He accomplished this journey by running his car on the railway line sleepers, but we could not do this as the solid tyres bumped so much on the sleepers that the front axle and engine banged on the iron rail every two yards, and we would have smashed the car up. Therefore, we had to keep to the desert and do the trip moving practically all the time on low gear, with two of us walking to lighten the load, and also pushing from behind whenever the sand was exceptionally soft. We had to cross an awfully big river. The water was right up to the engine, and we had to jump from boulder to boulder. This was too much for the car and when we left the river we found the front axle actually in two pieces."

Boiler Tube as Axle.
"We could get no replacement and were stuck some seven or eight miles from the nearest station. We were compelled to walk to the station, and take train to Quetta, but we could not find another axle to fit the car. At last we went to the railway authorities and Major Carson, the Engineer in charge, fixed us up with a boiler tube, and we were able to proceed. We have sent the broken axle to Leyland's. Of course, it is no fault of the axle, but Leyland's will just have an idea of the sort of places we have had to go through. The axle the railway people gave us has now bent in two and we are having another tube, a little smaller in diameter, inserted inside, so that I hope we shall have no more axle trouble."

A Previous Failure.
"You will be interested to know that a Colonel Nesbitt tried the trip by car from London to Quetta in a 6-cylinder Fiat, but his car broke down and he took train to Quetta, and also took his car away, only two days ago. Thus, the only people who have done this successfully are Major Forbes Leith and ourselves. I think we have done one better than he, because we did it all the way by road, whereas he went on the railway line. This is the easiest way to cross this desert, but unfortunately we have solid tyres, and the rail line is quite out of the question. The Trojan is, no doubt, one of the finest cars. Where the 6-cylinder Fiat failed and the Wolseley had to go on the railway line, we have succeeded, although we were handicapped with the narrow solid tyres. They are most unsuited for sandy places. What you really want are oversize balloon tyres. This feat is something the Trojan can be proud of."

"The people we meet are simply astounded and cannot believe their eyes, that we are going through all those impossible places in this small 10 h.p. car. The European as well as the Indian officers of all ranks have helped us greatly whenever we had such troubles as the axle breaking. They all appreciate our efforts and have done the best they can to help us. The Persians, too, seem quite decent and they have so far treated us very well. Not knowing the language is a drawback, but I am managing with the little French I know."

DANGERS OF THE WHITE LINE.

A warning that too free a use of the "white lines" on roads may have the effect of bringing about the opposite condition to the safety aimed at, is contained in a circular issued by the Ministry of Transport for the guidance of highway authorities. The circular urges that the use of the "white line" should be confined to points where it is clear that it would minimise danger, or be of material assistance to traffic. Over-lavish use of "white lines" in one locality may tend to give drivers an unwarranted sense of security in adjoining districts where highway authorities may not have used "white lines" to any extent.

ROUGH ROAD DAMAGE.

Rough roads cause considerable damage to the working parts of an automobile. Uneven roads are often unnoticed while driving as the body of the car does not shake with the axle and differential.

MOTOR CYCLE SPEED.

INTERESTING LECTURE.

Before the Institution of Automobile Engineers at Wolverhampton, Mr. P. Brewster read a paper entitled "The Preparation of Motor-Cycles for Speed Events." The author discussed the subject as it applied to four types of event, but in doing so he brought out many points, of interest to users and manufacturers alike, from which the following are selected:—

Tyres, rims, and spokes will vary with the class of event, but the bearings are of vital importance in all events. A few progressive firms have studied this matter and fit a really good journal bearing, but in the majority of cases we find an overgrown cup-and-cone. Bicycle bearing usually, the cups and cones are only polished after hardening, with the consequence that the ball track is by no means concentric with the outside of the cup and the thread of the cone. Selective assembly is the only possible thing here, and must be persisted in until a set of parts is found which gives a perfectly free bearing without shake and without a tight spot. In the steering head and forks will probably be found an enlarged version of a pedal bicycle steering head, and apparently only a few of the best makers have realised how inadequate the bearing is to deal with the load. Here again patient selective assembly is the only possible solution. If it is found impossible to secure a free head without tight places, it may be that the races in the head are not seating properly, or even that the two seatings are not parallel or do not lie on the same axis. To rectify this is really a works matter. No attempt should be made to get tight steering by tightening up on the balls, as this only throws an enormous load on to them and is bound to result in trouble of some sort. If stiff steering is desired, a special friction damper should be fitted, but the head races should be left to act as bearings. The crankshaft assembly is the most difficult proposition we have to face. A maximum error of 0.001 in. on a dial indicator is the most that can be tolerated. There may be riders who have attained great speed with assemblies running out more than this, but it is obviously in spite of, not because of, the fact. We will assume a roller-bearing big end, as this is practically universal. The crankpin should be perfectly polished and free from any signs of pitting, which will usually be found in one place only at first, but spread rapidly. The outer race should be similarly free from any

markings. The rollers usually show the first signs of wear, and should be carefully measured and replaced if worn. There is at present a difference of opinion between makers as to the amount of clearance that should be allowed; the majority employ a close-fitting bearing with not more than 0.001 in. clearance, but a few have found that a clearance of 0.002 in. to 0.004 in. has increased the reliability. If, therefore, the roller paths are in good condition and the rollers up to size, the clearance is probably that actually intended. In any event no attempt should be made to lap the races with an abrasive; this will guarantee ruin.

The Engine Balance.

The balance of the engine must then be checked, and again no hard-and-fast rules can be laid down. The engine mounting has a very large influence on the actual balance required, but if no previous data are available as a guide, a balance of all the rotating parts plus 0.6 to 0.625 of the reciprocating mass will not be far out. It is usual to consider the big end and two-thirds of the rod as rotating and the remaining third as reciprocating. Messrs. Avery make a special balance for determining these weights, but if such an instrument is not available the greatest accuracy can be ensured by measuring the amount of water displaced by the required portion of the rod and multiplying by the specific gravity of the material used in the rod. The crankshaft assembly should be swung on knife-edges, as no other form of bearing is sufficiently sensitive.

Ignition is fairly simple nowadays, but for high-speed work the old type of contact breaker, originated by Bosch and copied by everybody else, is not all that might be desired. It can undoubtedly be made to work satisfactorily, but the latest Bosch spring-suspended contact-breaker, in which there are no pivots, and the Marelli, in which centrifugal force augments the spring action, are well worthy of investigation. Both of these give practically a parallel action to the break.

Carburation is an exceedingly difficult subject to deal with in the abstract, and in practice usually resolves itself into trial and error. One point, however, is quite clear—that is, that the maximum restriction to the gas flow must be at the carburettor or no control of the carburation is possible. In all instruments at present in use the quantity of fuel drawn from the jet and the subsequent pulverisation is regulated by the velocity of the air through the choke tube, of whatever type this may be. Now there is only one particular mixture, both quali-

ROADSTERS RETURN.

SPORTS MODELS POPULAR.

Our modern jazz age, our youth has demanded, and obtained, a return of the roadster.

This is shown by the renewed activity among manufacturers in Detroit for production of snap-on two-seaters, and the increased sales of this type of car throughout the country.

From the time that the roadster was the least factor in production, about the middle of 1924, to the present, there has been a steady increase in the manufacture of this model. It has reached the proportion of almost 7 per cent. of makes on the market and promises to attain a proportion of more than 80 per cent. by the fall of this year.

Perhaps the greatest factor in the return to the open roadster according to leading manufacturers here, is the "two-car family." This, besides being the answer to saturation in the industry, opens up a new field for the further distribution of automobiles.

The "second" car in a family appears to be either a coupe or roadster, and signs point to greater trend toward the roadster. Reasons for this, given by some manufacturers, are its sportive qualities, especially with the top down in good weather, as well as its adoption as the handier of the open types of cars.

The call to the country has also brought out this open car. And the demand of young couples is one of the greatest factors in its increased production.

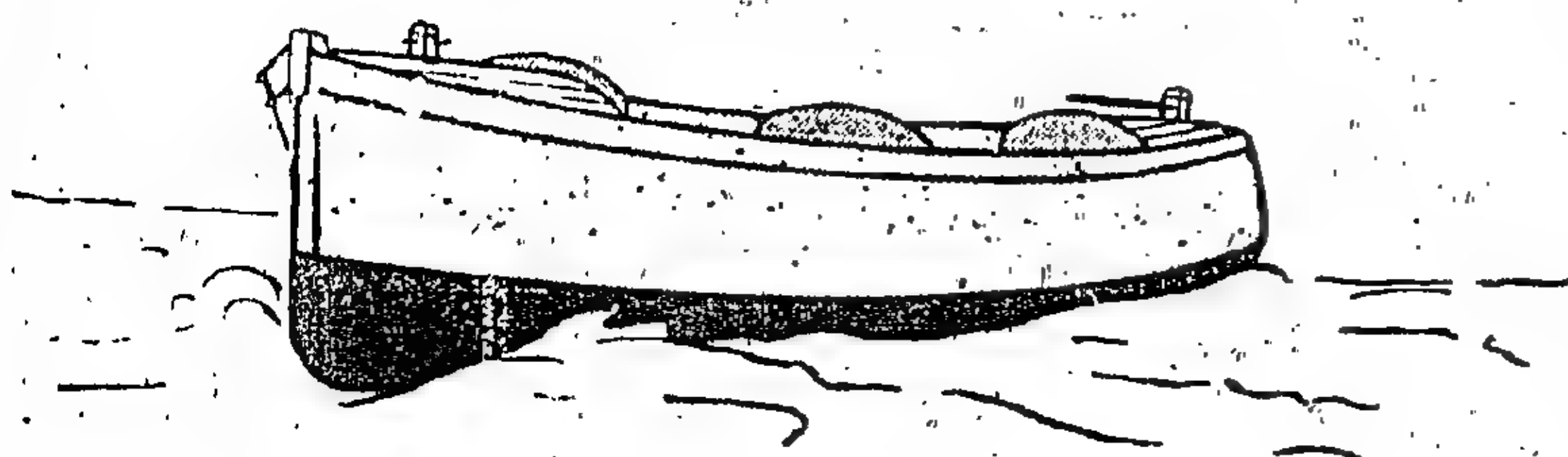
As a result, it is reported that three-fourths of the automobile manufacturers are producing roadsters, and that this model makes up one-fourth of the total production of these makers.

Almost half of the entire open car output also is of the roadster type.

tative and quantitative, which will give us our maximum power, and it is useless to increase the quantity if the quality suffers thereby. With present-day carburettors and present-day fuels it is safe to say that most power will be derived from an instrument which is in itself a definite restriction to the actual amount of gas which could be passed into the engine. As soon as an instrument is available which will provide the quantity of mixture we desire without being dependent on the velocity through it a large increase in power may be expected. The author would add that such an instrument is not entirely an idle fancy; work is being done on these lines at the present time.

THE AILSA CRAIG HARBOUR LAUNCH

SPEED 7 KNOTS.



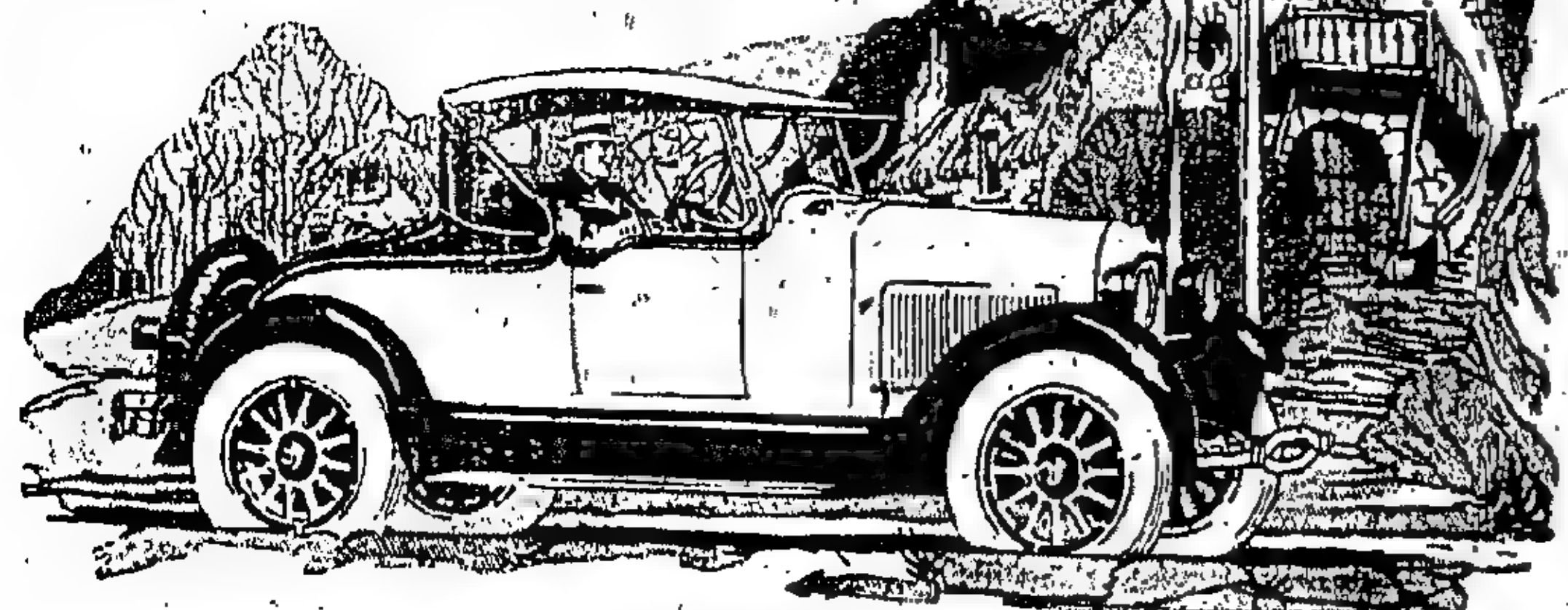
BRITISH THROUGHOUT

COMPLETE \$2350 DELIVERED HONGKONG

Sole Agents.

DODWELL & Co., Ltd.

Studebaker Sport Roadster for APPEARANCE and PERFORMANCE



The Most Powerful Car of Its Weight and Size

STUDEBAKER Standard Six Sport Roadster, illustrated, on appearance alone commands admiration. The closest attention has been given to every detail and the result is a car of exceptional beauty and distinction. The mighty Standard Six engine supplies abundant power. In every respect and every detail, this car reveals advantages which come only through One-Plant manufacture.

By making, in its own great plants, all its vital parts—engines, bodies, steering gears, clutches, differentials, gear boxes, springs, brakes, axles, grey iron castings and drop forgings, Studebaker eliminates the extra profits which all other manufacturers (except Ford) pay to outside

parts and bodymakers. In some models savings of as much as \$100 are effected and they are returned to the product in better workmanship and finer materials.

For instance—Studebaker pays a premium for steels of extra toughness, which contribute to the ruggedness of its cars; it machines all surfaces of its crankshafts, which eliminates vibration and contributes to the silent smoothness of Studebaker engine operation. Extra quality is found at a hundred points, yet Studebaker prices are low due to economical One-Plant manufacture.

The Standard Six Sport Roadster is possible at its low price only because of advantages gained through its One-Plant manufacture.

The Hongkong Hotel Garage
The Hongkong & Shanghai Hotels, Ltd.
Sales Tel. C. 4759 Service Tel. C. 4608

STUDEBAKER
BUILDERS OF QUALITY VEHICLES FOR 74 YEARS

The Dual Economy of Firestone R. M. C. Tyre for Ford and Other Light Lorries

This Removable Maxi-Cushion Tyre is built on a removable tyre rim. It is as easy to apply and take off as a pneumatic.

It gives protection that cuts repair expense; extra mileage that reduces the cost-per-tyre-mile and ton mile.

It gives to Ford and other light lorries the resiliency approaching the pneumatic tyre—with the endurance of the solid tyre. Punctures, blow-outs, rim cuts and other tyre troubles are eliminated with R. M. C. Tyres.



Firestone
R.M.C. [REMOVABLE MAXI-CUSHION] TYRE

THE DRAGON MOTOR CAR CO., LTD.
33, WONG NEI OHUNG ROAD, HAPPY VALLEY..... TEL. C. 1246 or 1247

MOST MILES PER DOLLAR



WEEKLY MOTOR WANTS



NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 5 cents for 30 words, 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box Numbers supplied when required; but replies must be called for at this office.

FOR SALE

BUICK—3-cylinder 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

HUDSON—6-cylinder 7-passenger Hudson Touring in splendid condition. Five brand new 31 x 7.30 Balloon Tyres on five New Wire Wheels. New top, upholstery, paint, car, pets, Stromberg Carburettor, Bosch Horn, and Radiator. All bright parts newly plated. \$3,000.00 Box No. 1492 c/o of "Hongkong Telegraph."

MATCHLESS—Motor Cycle 347 C. C. Side valves, 1925 model, electric light, speedometer leg shields. Mileage 300 only. \$400. Apply Box No. 1494 c/o "Hongkong Telegraph."

HARLEY—Sport, model complete with electric lighting set, speedometer, etc., in good condition, price reasonable. May be seen by arrangement. Box No. 1490 c/o "Hongkong Telegraph."

FOR SALE—2-ton Truck chassis. 6-cylinder engine of 40 H.P. R.A.C. Rating. Only \$3,000 for quick cash sale. Box No. 1474 Hongkong Telegraph.

PACKARD SIX—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113.42). Cash \$1,293, no offers. On view at Dragon Garage, Happy Valley.

CHANDLER—Six-cylinder, seven-passenger Chandler Touring Car No. 157. In good usable condition. Five good tyres on five wire wheels. A bargain at \$750.00. Box No. 1478 Hongkong Telegraph.

CHANDLER—6-cylinder 7-passenger Chandler for \$750.00 cash. Box No. 1476 Hongkong Telegraph.

DOUGLAS—2 1/2 Douglas, 4 1/2 Humber, Cleveland, Wold, Harley, Clyno and Indian Prince solos. Twin Matchless, Indian, Henderson and 1925 Harley Combinations. From \$75.00. Apply Motor Cycle Exchange, Kowloon.

CADILLAC—3-cylinder 5-passenger Cadillac for \$1,500 cash. Box No. 1475 Hongkong Telegraph.

BUYERS' GUIDE

MOTOR CARS

AUSTIN—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
AUBURN—Universal Auto Supply Co., Asiatic Bldg. C. 4915.
BUICK—Hongkong & Kowloon Taxi Cab Co. Ltd. 33 Des Voeux Rd. C. 1036.
CADILLAC—Hongkong Hotel Garage, Queen's Road. C. 4759.
DODGE BROS.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ESSEX—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
FORD—Andrew Harper, 6 Queen's Road. C. 4895.
G. W. K.—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C. 290.
HUDSON—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
LINCOLN—Andrew Harper, 6 Queen's Road. C. 4895.
MORRIS—Hongkong Hotel Garage, Queen's Road. C. 4759.
PACKARD—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road. C. 4759.
SINGER—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C. 290.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C. 4759.
STANDARD—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.

MOTOR TRUCKS

DENNIS—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
FORD—Andrew Harper, 6 Queen's Road. C. 4759.
FORDSON TRACTOR—Andrew Harper, 6 Queen's Road. C. 4759.
GRAHAM BROTHERS—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
MORRIS—Hongkong Hotel Garage, Queen's Road. C. 4759.
THORNCROFT—Hongkong Hotel Garage, Queen's Road. C. 4759.

MOTOR CYCLES

A. J. S.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
B. S. A.—The Sincere Co., Ltd. Des Voeux Road. C. 1067.
DOUGLAS—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
HARLEY-DAVIDSON—The Gascon Motor Co. 2, Kwong Wah Road, Kowloon. K. 1242.
INDIAN—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
MATCHLESS—Hongkong Hotel Garage, Queen's Road. C. 4759.
ROYAL ENFIELD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
RALEIGH—Kowloon Motor Cycle Exchange. K. 655. (Day or Night).
TRIUMPH—Alex. Ross & Co. (China) Ltd., Bank of China Bldg. C. 2487.

TYRES AND ACCESSORIES

COLUMBIA BATTERIES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
DUNLOP TYRES—Dunlop Rubber Co., Hotel Annex Bldg. C. 4554.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.
GOOD YEAR TYRES—Alex. Ross & Co. (China) Ltd., Bank of China Bldg. C. 2487.
PRESTOLITE BATTERIES—Hongkong Hotel Garage, Queen's Road. C. 4759.

NO WORRY FOR FUTURE FUEL SUPPLY.



Andre C. Attenu, Montreal engineer, shown at left, has designed the heavy oil, high-pressure engine shown on block test at right, which he says is adaptable for general automotive use. He proved its flexibility and economy by actual road tests.

The Diesel engine, so long forsaken as impossible by automotive engineers, is here at last.

It has been used on a 3000 mile test in a passenger car at Montreal and found to fill the requirements of flexible passenger automobile use.

It is being tested at the Philadelphia navy yard for use in United States naval aircraft.

And it shows promise of being adapted not only for passenger car use, but for airplanes, trucks, tractors, buses, rail cars, tugs and pleasure cars.

The man responsible for the introduction of this type of engine, which is much cheaper and more economical than the gasoline engine in use to-day, is Andre C. Attenu, a Montreal engineer.

He described his product recently to members of the Society of Automotive Engineers. Eliminates Old Objection. From Attenu's description, here's a small, light-weight, heavy-

oil burning engine based on the Diesel, high-pressure injection principle and still flexible enough for every-day passenger car use. Lack of flexibility used to be the big objection to the original Diesel.

But when Attenu tells his fellow engineers that his engine can idle down to 120 revolutions a minute and from that resume a top speed of 1400 to 1600 revolutions a minute, that it starts readily from dead cold after three to five revolutions with a six-volt starter, that it develops 56-horsepower at 1400 revolutions, and that it shows a consumption of heavy crude oil at the rate of about 20 miles to a gallon, the flexibility argument can't be repeated.

Five Years on Trial.

Attenu sees the advantage of this sort of engine at present mostly for airplane and heavy duty

use. But he also foresees its use ultimately as a passenger car engine, with greater advantages than the present type.

The first engine of this type was built in 1921 and proved a failure. It was operated on the straight Diesel principle. The second engine was based on the principle of solid fuel injection rather than air injection, with several other important changes, and proved so effective that the new principle has been adopted in the Attenu engine.

The entire engine weighs only 3.6 pounds for each brake horsepower and has been run up to a speed of 2210 revolutions a minute.

"Tests made with this engine," says Attenu, "definitely establish the fact that light metal can be used in the construction of heavy-oil, high-speed engines, and also that this type of engine is no more difficult to build than the present gasoline engine."

World Leadership justifies Still Lower Prices!

Graham Brothers announce a substantial reduction in the prices of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES

1-Ton Chassis—BB ... \$ 975
1 1/2-Ton Chassis—CB ... 1245
2-Ton Low Chassis—MB ... 1265
2-Ton, 158" Chassis—FB ... 1315
2-Ton, 158" Low Chassis—LB ... 1265
2-Ton, 128" Chassis—EB ... 1415
2 1/2-Ton Chassis ... 1575

L. O. B. Detroit.

This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

Large production justifies low price. Graham Brothers are the largest exclusive truck manufacturers in the world.

The Dragon Motor Car Co., Ltd.
31 Wong Nei Chung Road, Happy Valley
Telephone C. 1246 or 1247

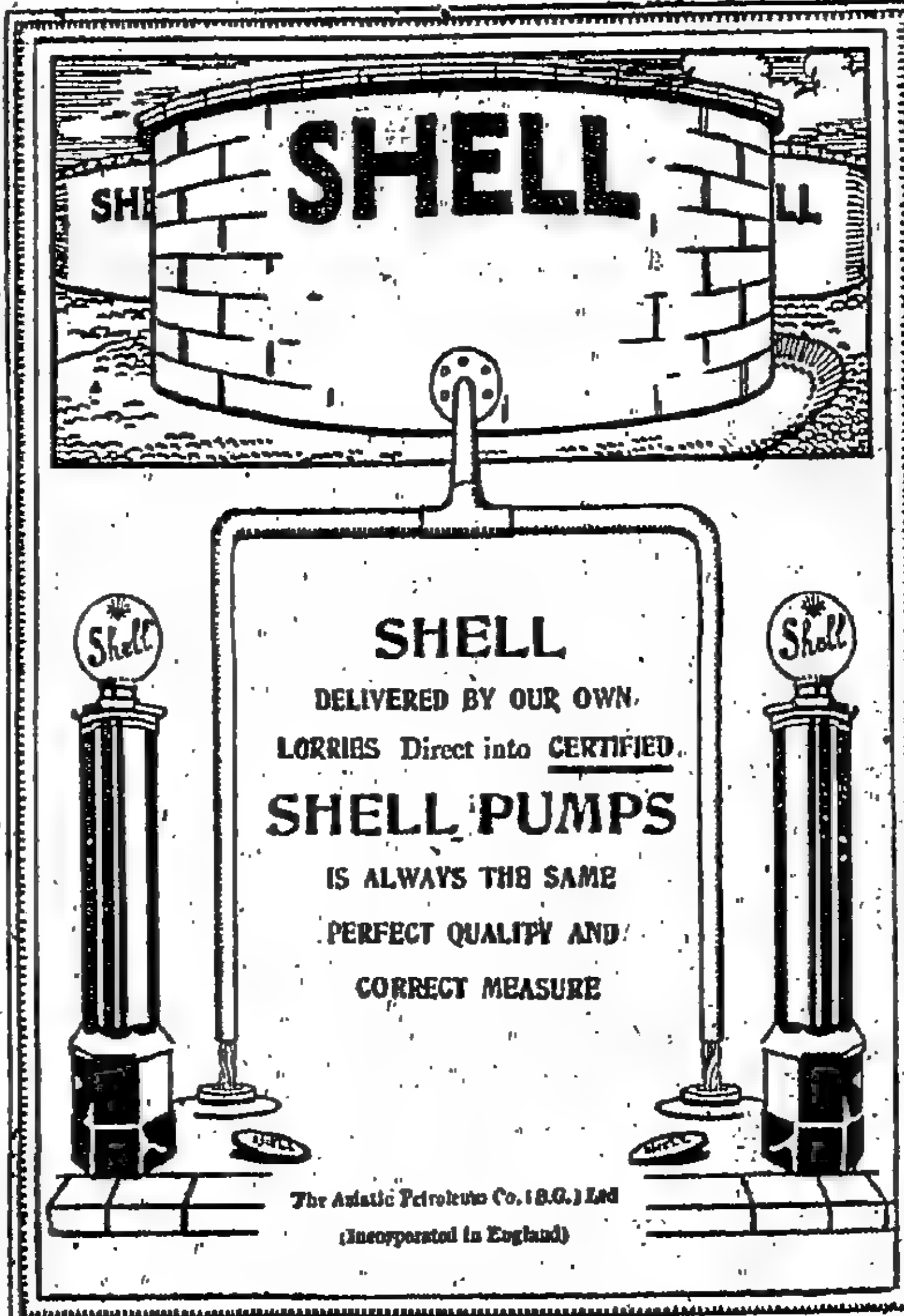
GRAHAM BROTHERS
TRUCKS Sold by DOUGLAS BROTHERS
DEALERS EVERYWHERE

The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF
THE SPECIAL COLONIAL
MODEL BY ARRANGEMENT
WITH THE HONGKONG
— AND —
KOWLOON TAXI CAB Co., Ltd.

— TEL. C. 1036 —

32-35 Des Voeux Road,
HONGKONG.



CHINA UNDERWRITERS, LIMITED.

FOR
ALL CLASSES
OF

MOTOR INSURANCE

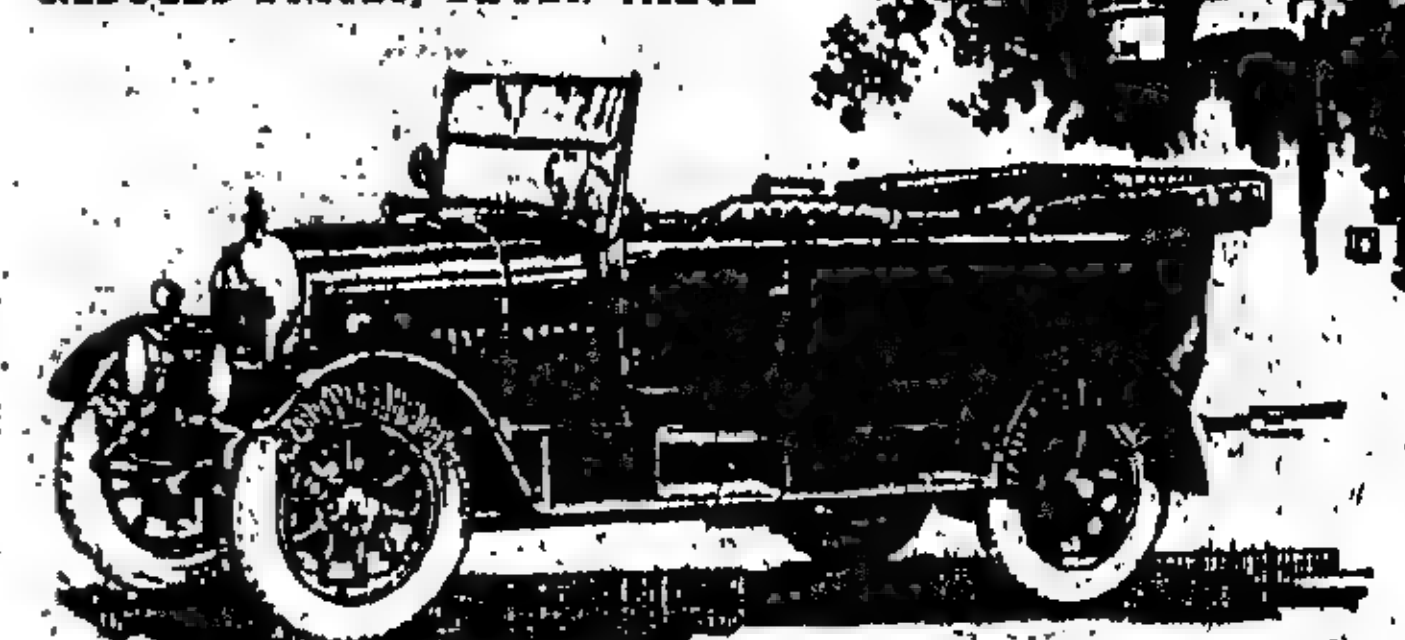
WRITE FOR PROSPECTUS

HEAD OFFICE:
ST. GEORGE'S BUILDING, HONGKONG.

TELEPHONE:
C. 1121-2

MORRIS Cars

REDUCED PRICES, BETTER VALUE



(BRITAIN'S MOST POPULAR LIGHT CAR)

MODELS IN STOCK

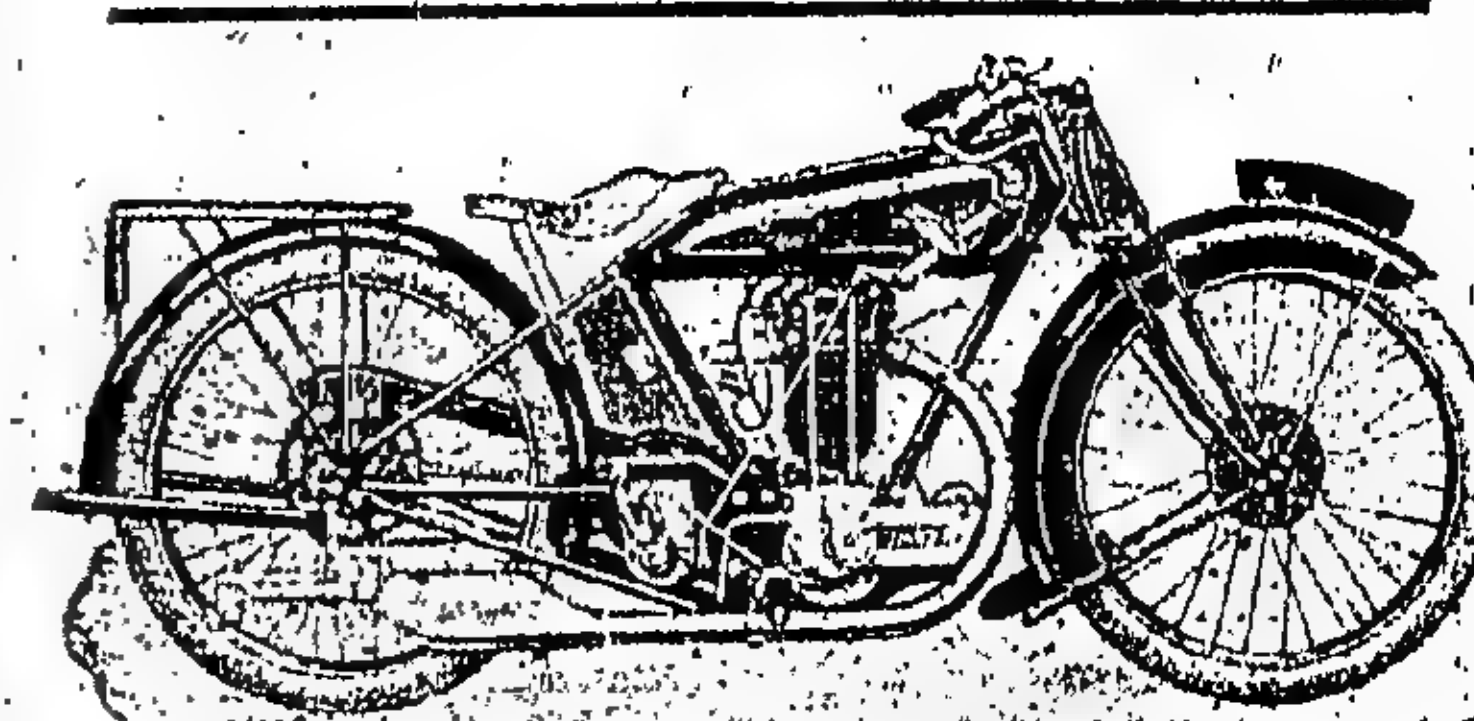
	NETT HONGKONG PRICES
MORRIS-COWLEY Roadster (2 SEATER WITH DICKEY)	\$215. 0. 0.
" " Touring (4 SEATER 2 WHEEL BRAKES)	\$237. 10. 0.
MORRIS-OXFORD Touring (4 1/2 SEATER 4 WHEEL BRAKES)	\$320. 0. 0.

THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS LTD.)

CAR SALES & ACCESSORIES } Phone C. 4759 SERVICE & PARTS } Phone C. 4602

RIDE A "RALEIGH."



THE GOLD MEDAL MOTOR CYCLE.

3.48 H. P. SPORTS GUARANTEED 65 M. P. H.
at 120 MILES PER GALLON.
Adequate Stock of Spare Parts Maintained.

Specially trained mechanics under European supervision for all makes of cars or cycles.

3 MONTH'S GUARANTEE GIVEN WITH ALL NEW MACHINES & REPAIR WORK.

For Further Particulars Apply—

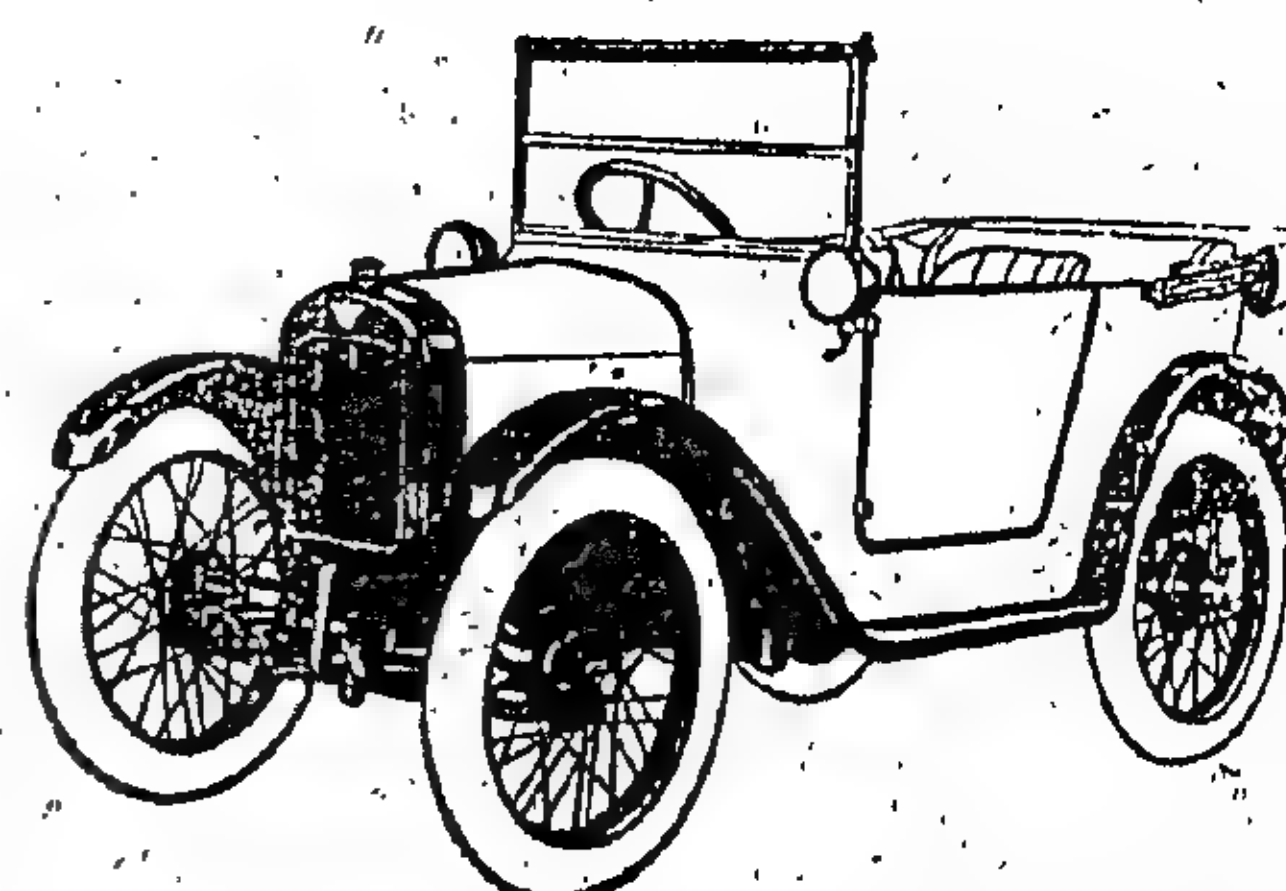
MOTOR CAR AND CYCLE EXCHANGE

(Between Orient Tobacco Factory and Mongkok Police Station)

IN CASE OF BREAKDOWN ON THE ROAD

Telephone K. 655

DAY OR NIGHT



1926 AUSTIN SEVEN

£169.0.0

Particulars upon application.

Alex. Ross & Co. (China), Ltd.

Bank of China Building and 1A, Chater Road.

Not one motorist in a score knows how to reverse properly, according to a Press critic. That proves that they are not a backward class of people, anyway.

One of the motor-motors in the daily papers says that every motorist has his Dream Car. But in some cases, it unfortunately turns out to be a nightmare.



**HUDSON
and
ESSEX**
Delivered Prices



Particulars:	Standard:	Special:
Essex Six-cylinder Coach.....	\$2,000	\$2,200
Essex Six-cylinder Touring.....	\$2,000	\$2,200
Hudson Super-Six Coach.....	\$3,000	\$3,200
Hudson Super-Six Touring.....	\$3,000	\$3,200
Hudson Super-Six Brougham.....	\$3,600	\$3,800
Hudson Super-Six Sedan.....	\$4,000	\$4,200

THE DRAGON MOTOR CAR CO., LTD.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY

TELEPHONE CENTRAL 1246 or 1247.

ATTENTION

FORD OWNERS

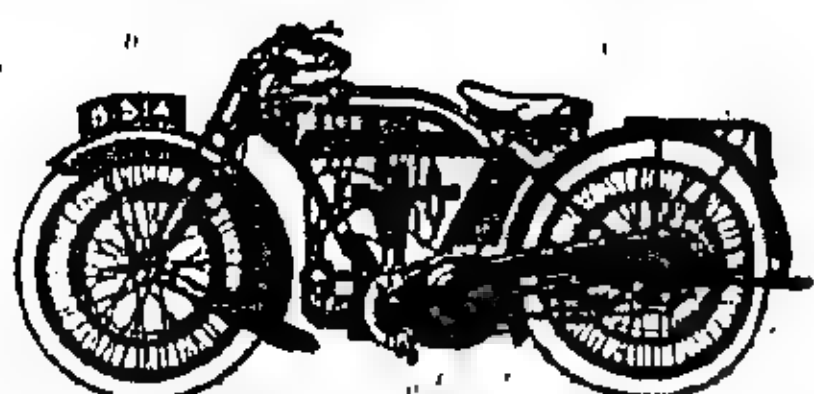
Arrangements have now been completed whereby Ford Owners are enabled to purchase
GASOLINE and TYRES
AT REDUCED PRICES.

ANDREW HARPER

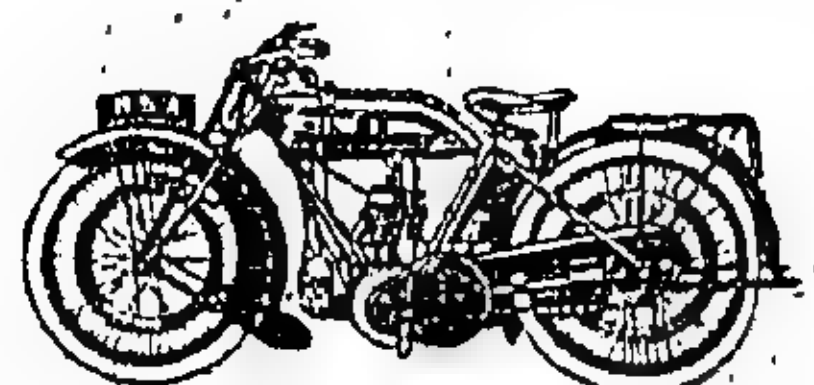
AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C.4895.
Chatham Road, Hunghom... Tel. K.1216.

B. S. A. MOTOR CYCLES



Famous For Reliability
and Economy



Full Particulars from the
Sole Agents:

THE SINCERE CO.

PLANK ROAD RULINGS.

Motorists entering Arizona from California by way of Holtville and Yuma route must keep their loads below 8000 pounds, including motor vehicle, according to a state ruling. This ruling is for the protection of the plank road across the sandhills. In addition to the weight limit over the timber structure, speed is to be reduced to 10 miles an hour.

TO ELIMINATE CROSSING.

The most heavily travelled grade crossing in Los Angeles is to be eliminated by the construction of a subway underneath an elevation of the railroad tracks. The cost is estimated at \$287,000, exclusive of property damage. It has been estimated that \$15,100 have been lost annually because of traffic delays caused by this grade crossing.

GAS CONSUMPTION.

ATTEMPT AT REDUCTION.

During the past 10 years the production of gasoline in the United States increased 500 per cent.

This huge increase in the use of our natural oil resources has failed to alarm oil authorities.

The Society of Automotive Engineers reports, "A sufficient supply of motor fuel and lubricants is assured for the national defence and for essential uses beyond the time when science will limit the demand by developing more efficient use of, or substitutes for oil or will displace its use as a source of power by harnessing a natural energy."

Although one and a half million gallons of gasoline were used in the United States in 1914 and nine billion gallons were consumed in 1924, automotive authorities be-

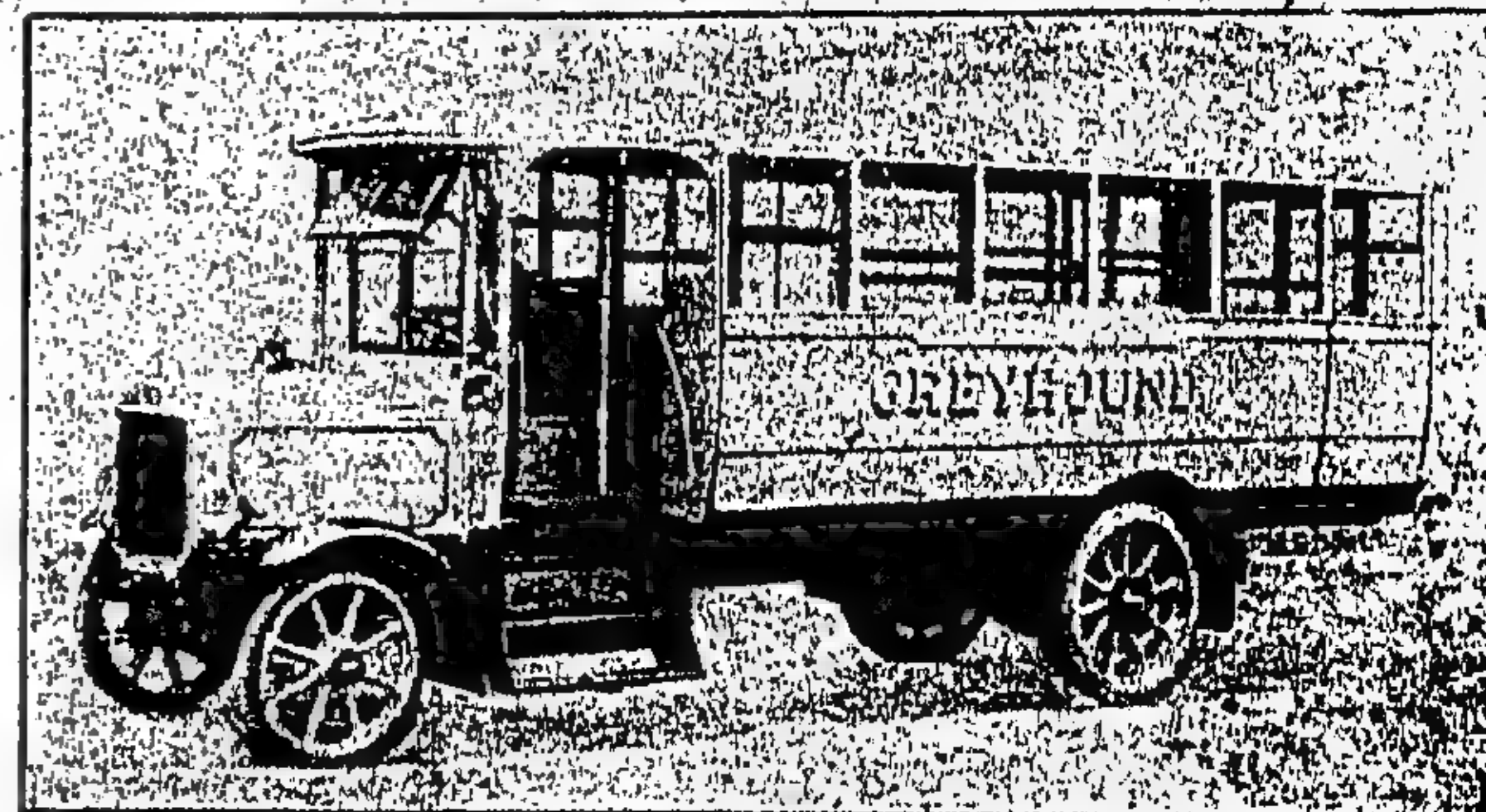
FOUR-WHEEL BRAKES.

BANNED BY SCOTLAND YARD.

Whilst many British makers of motor buses are fitting their latest vehicles with 4-wheel brakes, the authorities at Scotland Yard, which is the licensing authority for London, refuse at present to allow vehicles so fitted to ply for hire. Commenting on this decision, *Motor Transport* says that the contention that there is an absence of data on the subject is entirely unconvincing, and suggests that if the necessary information is unobtainable from other sources, the authorities should have carried out tests themselves in the interests of public safety.

Heve that the future will bring a reduction in the consumption of gasoline by measure of new scientific inventions.

DENNIS BUSES

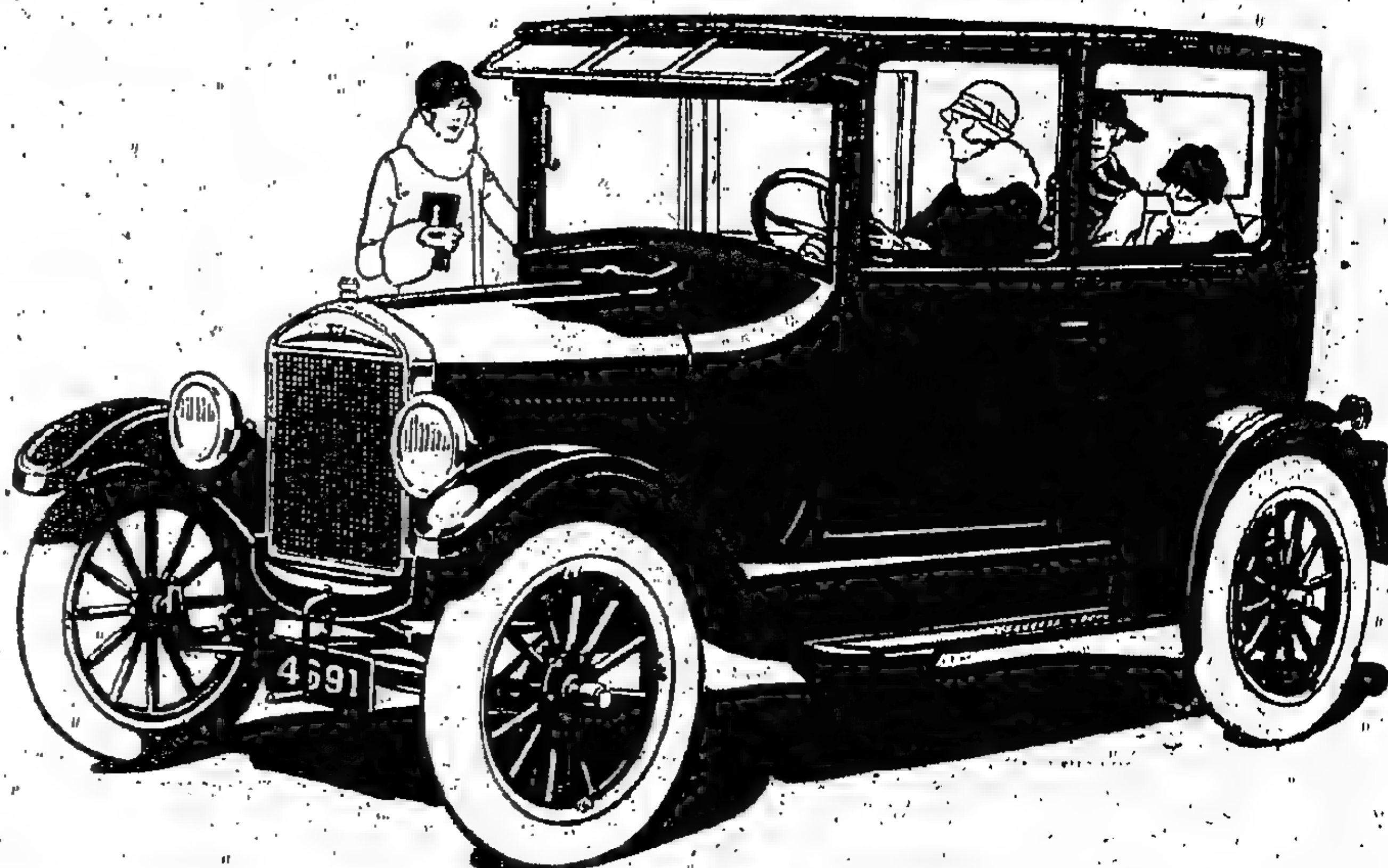


20 and 30 Passenger of the very latest type.
Particulars upon application.

ALEX. ROSS & Co. (CHINA), Ltd.

BANK OF CHINA BUILDING, HONGKONG.

BEAUTY—COMFORT



THE TUDOR SEDAN

delivered in Kowloon.

H.K.\$1,525

(Self-Starter H.K.\$125.00 extra.)

Distinctive Beauty Marks The New Ford Models

In the improved bodies of the new Ford cars there is a distinct beauty that makes Ford ownership a matter of genuine pride. The best ideas of modern automobile body design have been incorporated. The chassis is dropped and the bodies are lower and there is a graceful sweep the entire length of the car, carried out in the new fenders and emphasized by heightening the radiator and raising the head lamps.

See these Ford cars for yourself and judge of their unusually attractive appearance and added utility.

Andrew Harper

Chatham Road, Hunghom, Kowloon: 6, Queen's Road, Central, Hongkong.

Telephones:— C.4895 and K.1216.

Ford Motor Company
Detroit, U. S. A.

TUDOR SEDAN

Colour: cobalt blue, interior to harmonize. Polished nickel radiator and head lamp rims. One piece plate glass wind-shield. Plate glass windows with rotary lifters. New design sun-visor. Fuel tank under cowl. Wind-shield wiper, rear-view mirror, dash lamp, starter, demountable rims and four cord tyres.

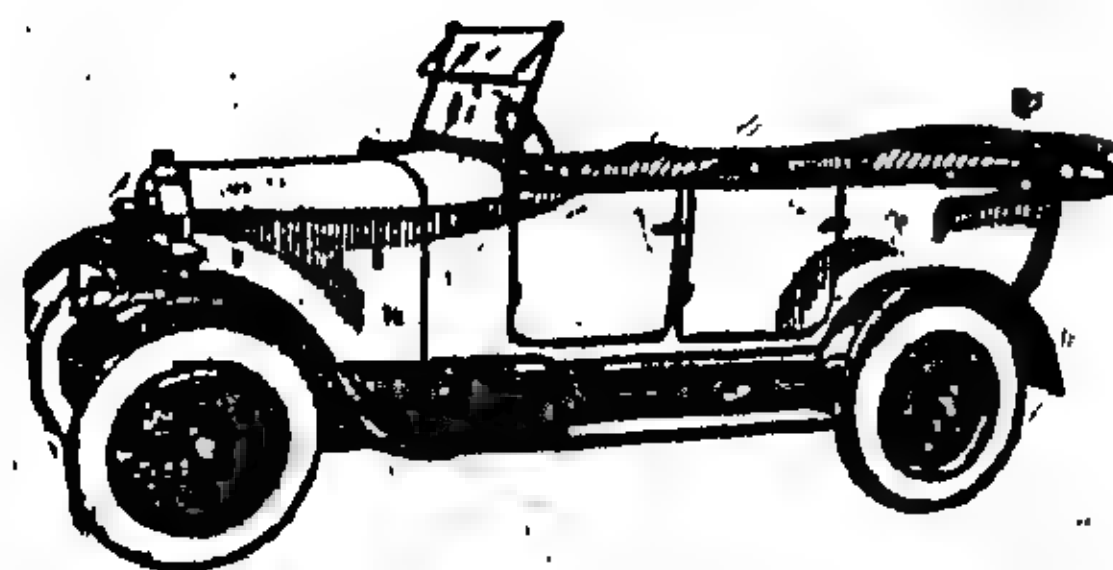
Balloon tyres H.K.\$50 extra.

CONVENIENCE—UTILITY

19 SINGER 26

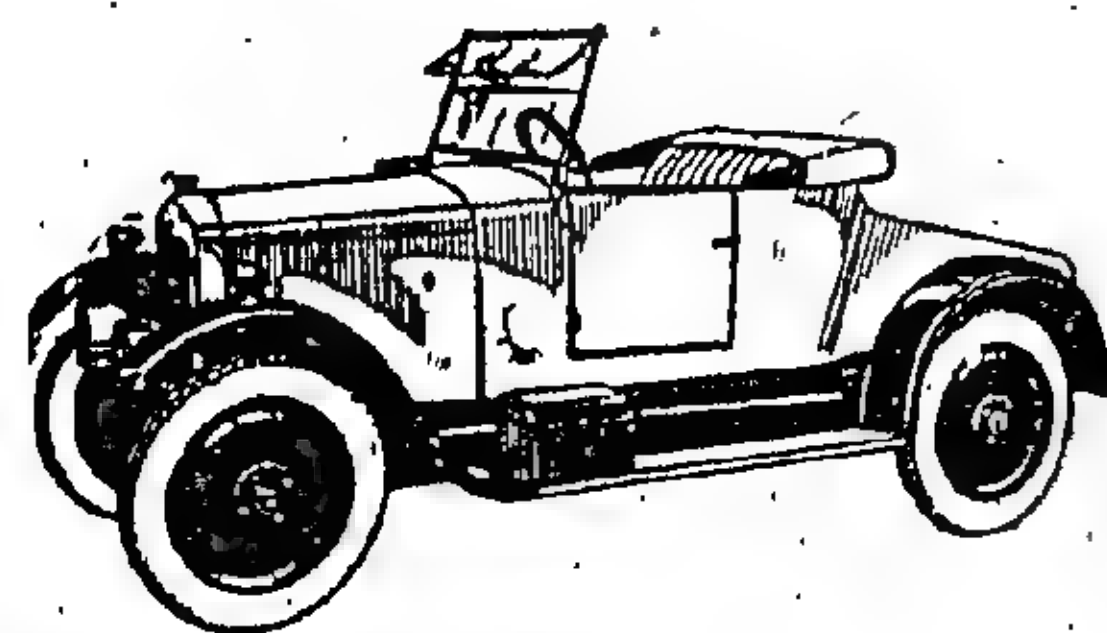
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
\$2,200

British Throughout



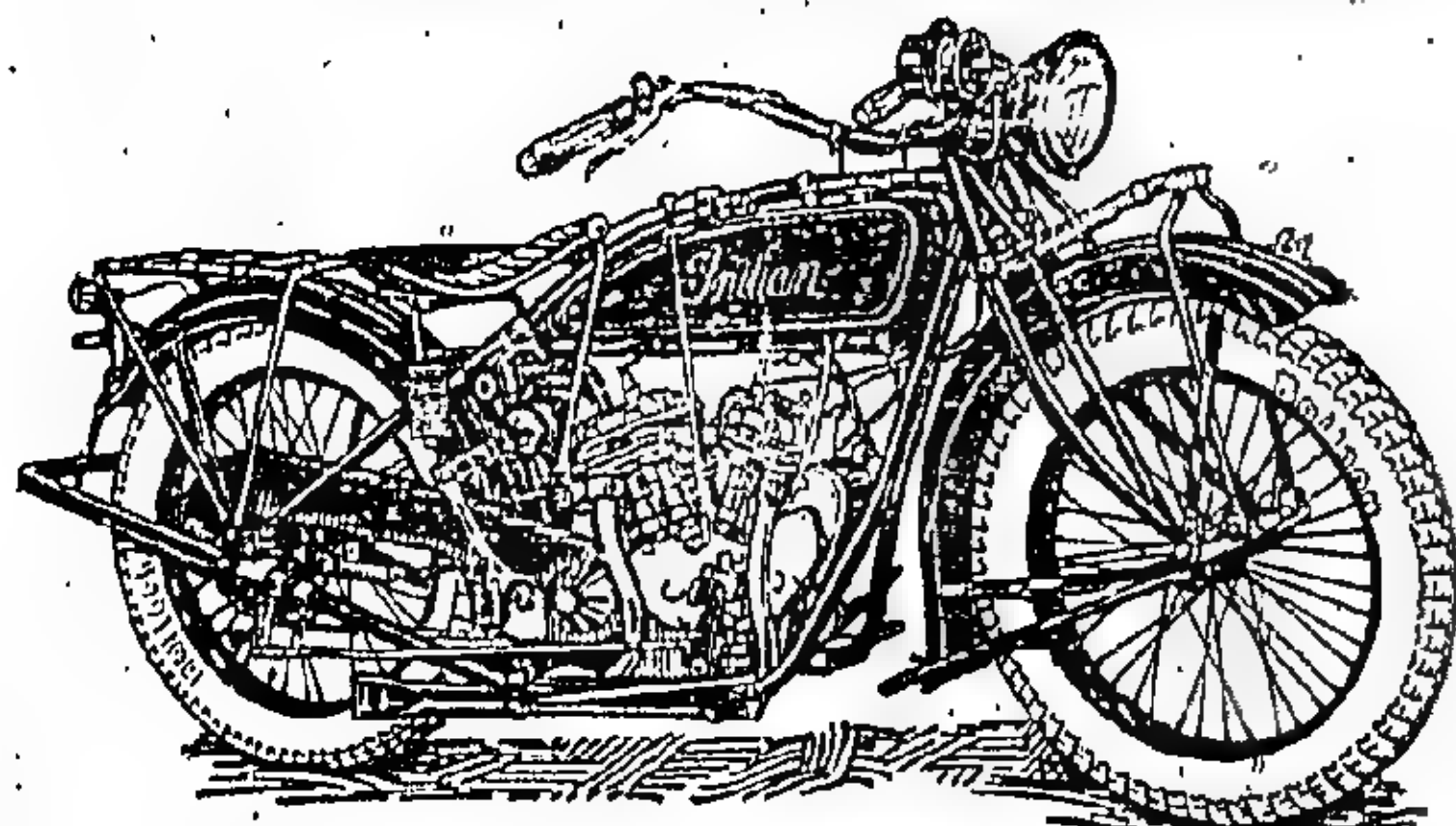
TWO SEATER "DE LUXE"
\$2,200

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to—

GILMAN & CO., LTD.
HONGKONG BANK BUILDING.

1926 INDIAN MOTORCYCLES



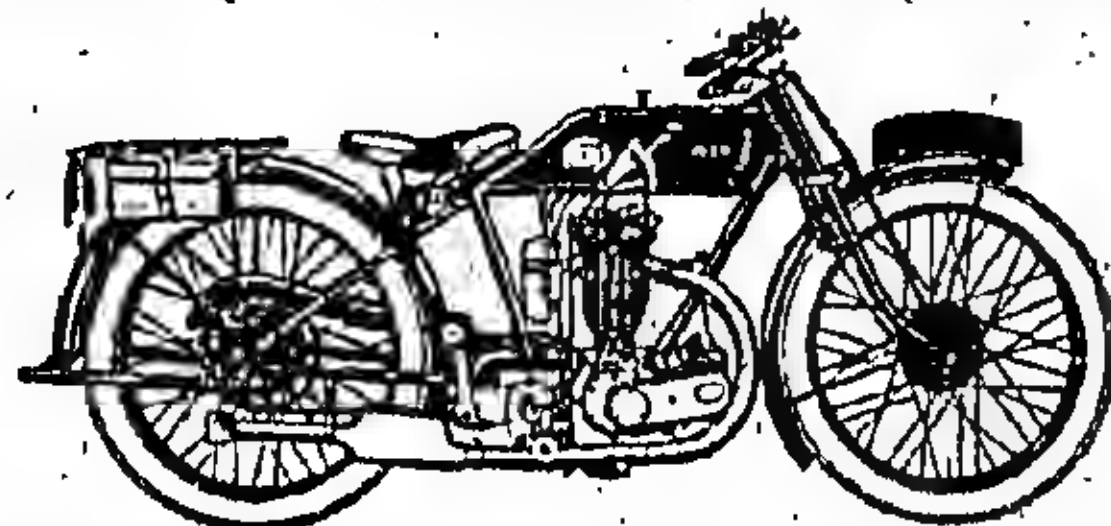
INDIAN SCOUT... \$600.00
INDIAN PRINCE... \$480.00

Particulars upon application.

ALEX. ROSS & CO. (China), LTD.
Bank of China Building, and 1A, Chater Road.



A. J. S. MOTORCYCLES



G 5... \$65.00
G 8... £78.10.0

Electrically Equipped

Particulars upon Application.

ALEX. ROSS & CO. (CHINA), LTD.
Bank of China Building and 1A, Chater Road.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

IMPROVEMENT IN STEERING GEARS.

Despite the fact that balloon drag-link connection, the resistent wheels deflect much harder, when at rest, than do ordinary cord tyred wheels under the same conditions, the latest cars steer easier than those of a few years ago. The introduction of low pressure tyres and of front wheel brakes have led to a general re-designing of steering gears and much improvement therein.

Steering Gear Reduction Ratios.

To provide the increased force required to overcome the resistance to deflection of "squashy" balloon tyres, with their very large road contact areas, it has been necessary to increase the mechanical advantage of the steering wheel upon the front wheels, by using a lower gear ratio in the steering device. Especially is this necessary when the wheels are nearly fully deflected, as they have to be in manoeuvring. These requirements have been very well satisfied by the use of a steering device, which affords extra leverage at large steering angles, but which is sufficiently sensitive in the straight ahead position to require but slight wheel movement to direct the car.

Reducing Steering Effort.

The deflecting force required has also been reduced by a closer application of the principle that the knuckle-pin axis, extended, should fall in the centre of the tyre contact area, which insures that the latter shall rotate only and not slide on the ground. The convex steel disc wheel facilitates securing this desirable condition. Replacement of the conventional thrust-washer at the top of each knuckle bearing by a roller thrust bearing has greatly diminished the friction due to car weight, which has to be overcome when the wheels are deflected.

Taking Out the Shimming Tendency.

Shimming, which became a more serious evil, with the advent of the balloon tyre, has been overcome by a careful study and modification of design and by the use of the shimmy-dampener—a frictional device introduced in the

drag-link connection, the resistance of which overcomes sudden wheel defective tendencies, but readily yields to intentional steering effort.

Speedometer Chain Breaks.

Question: Several times lately my speedometer has gone out of commission and the link connection inside of the flexible tube, leading from the transmission to the instrument, has been found broken somewhere. What causes these breaks and how can they be prevented?

Answer: If the shaft is installed so that it has a too sharp bend in it, it is likely to break thereat. It should be arranged so that the curves it makes are gentle rather than abrupt. Lack of proper lubrication of the chain, within its casing, also sometimes results in broken links. A special semi-solid lubricant of exactly the right properties is required to withstand melting and escaping in hot weather and becoming too hard in cold weather and this the speedometer manufacturers can supply. If you grease your shaft with this the likelihood of its breakage will be much reduced.

Repeated Spring Breakages.

Question: Within the last year, three front springs have broken on my car, although I have always driven it carefully and have never overloaded it. How can I put an end to this bother and expense?

Answer: If these springs were all obtained from the factory and were all alike, you better try something different. Why don't you see what results you can get with the goods furnished by one of the concerns that supply replacement springs, or else obtain from the factory a spring with one more leaf? If there are no snubbers on the front of your car, it is likely that fitting them would safeguard the springs to a material extent.



Policeman. How do you know that the driver was a barber?
Victim. Because he went over me twice!

BRITISH DUNLOP



CORDS

(Made at Fort Dunlop, Birmingham.)

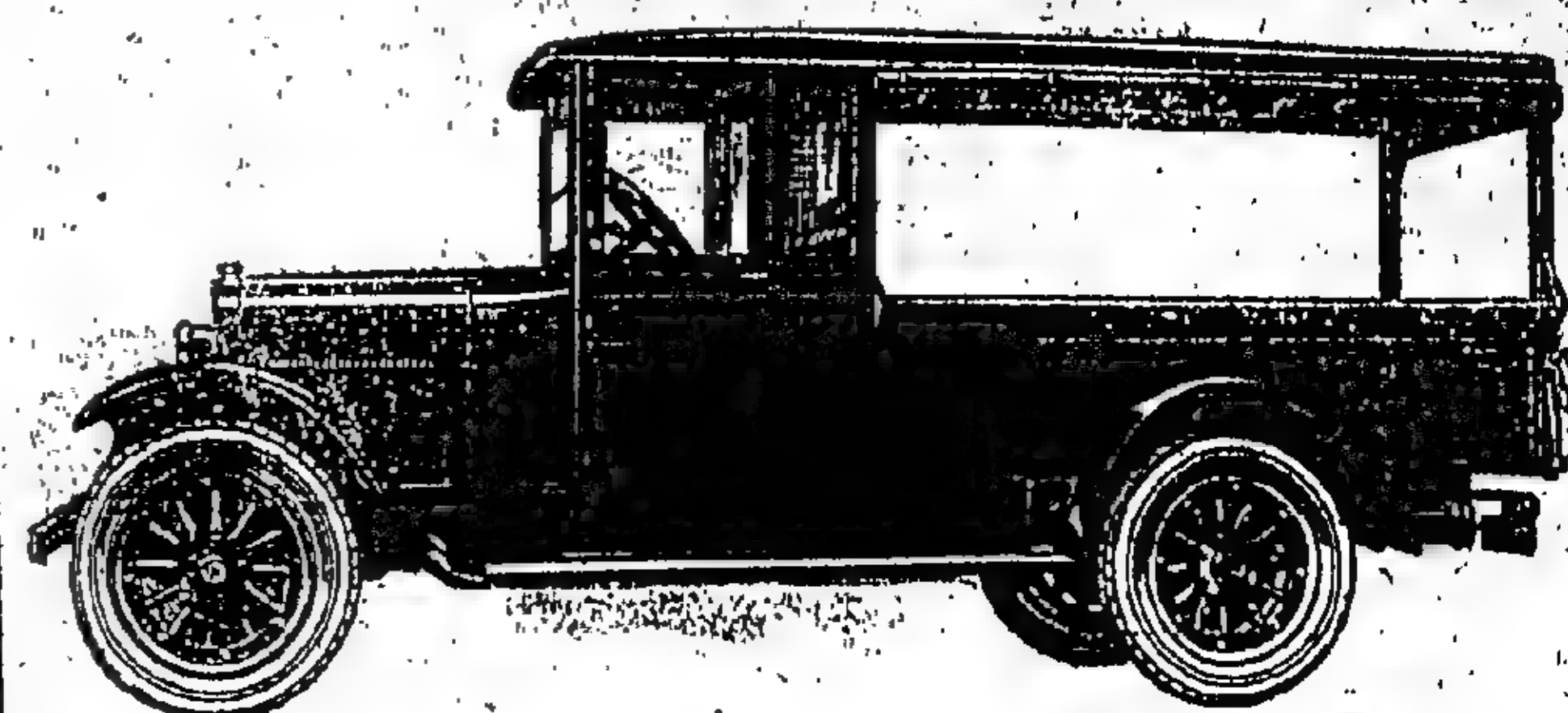
They cost no more than other tyres.

The product of the PIONEER firm of Tyre Manufacturers, they rank as the GREATEST OF ALL TYRES.

Look for the mark "Made in England."

DUNLOP RUBBER Co. (China), Ltd.
Hotel Anson Building.
Telephone Central 4554.

HONGKONG HOTEL GARAGE
Tel. 0.4757. Distributors. Tel. C.4766.



Graham Brothers - A Division of Dodge Brothers

GRAHAM BROTHERS (MBM) LOW 1-1/2 TON MOTOR TRUCKS.

Present f.o.b. factory prices in U.S. Gold Dollars of the chassis only and of the complete trucks, i.e., chassis with cab and body, are as shown below:

Chassis only.....	G\$1,295
Express Body Truck complete.....	G\$1,515
Farm Body Truck complete.....	G\$1,535
Stake Body Truck complete.....	G\$1,535
Canopy Body Truck complete.....	G\$1,550
Stock Rack Body Truck complete.....	G\$1,550
Screen Side Canopy Body Truck complete.....	G\$1,585
Panel Side Canopy Body Truck complete.....	G\$1,595
Canopy Body Type with Carryall Seats.....	G\$1,605
Tank Body Truck complete (400-gallons capacity).....	G\$1,830
Hydraulic Hoist Dump Body Truck complete.....	G\$1,885

Delivered prices in local currency, together with complete specifications on request.

When you buy a Graham Brothers Truck you have your choice of the largest line of standard bodies in the industry. Whatever your requirements may be, Graham Brothers can supply you at minimum cost.

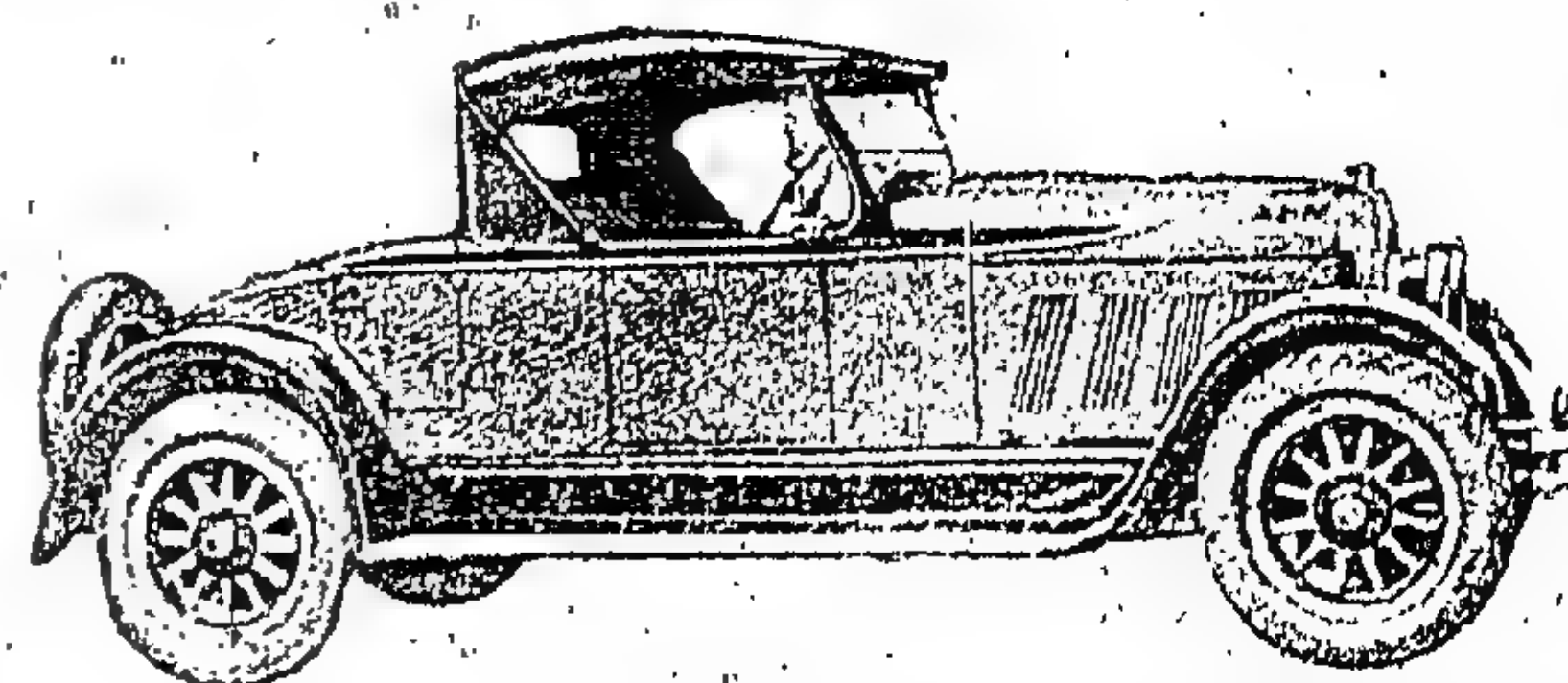
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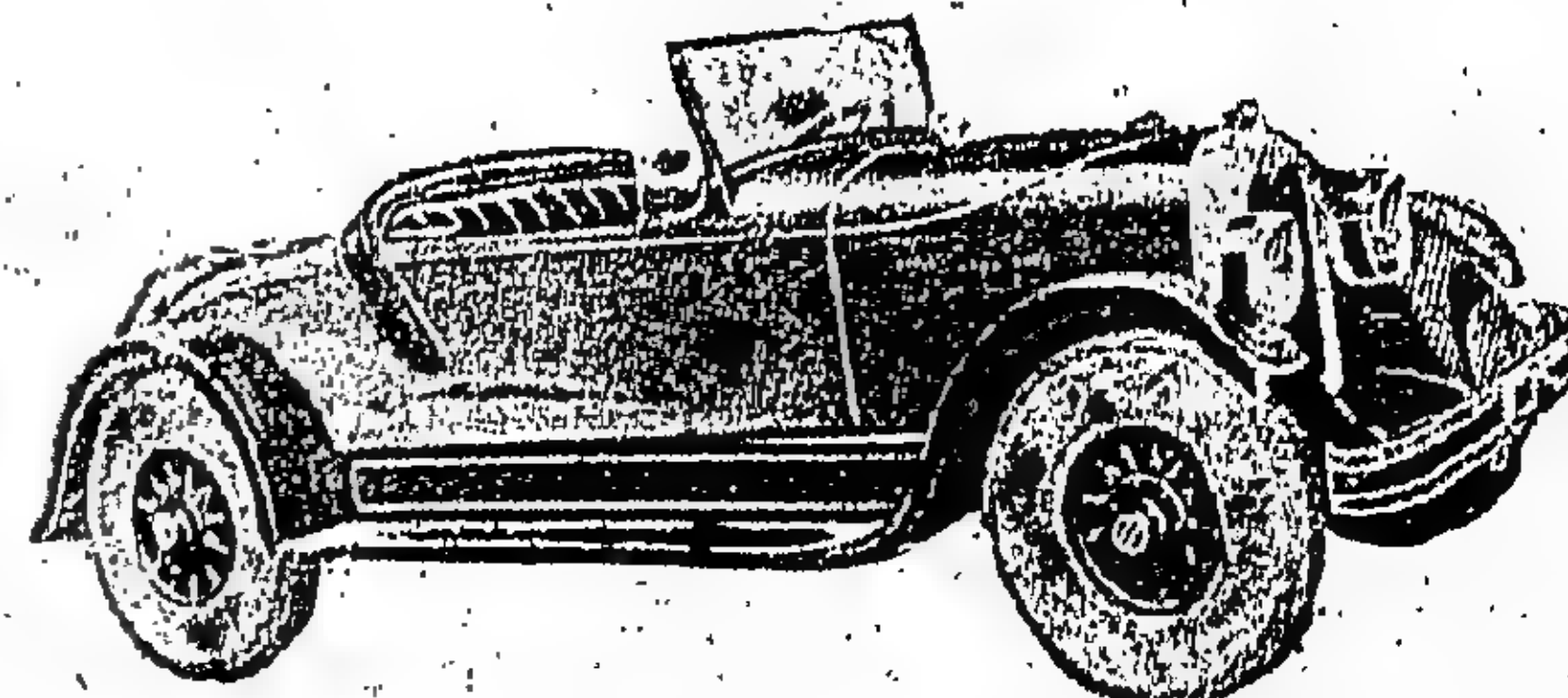
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COLONY'S FINANCIAL POSITION.

1925 BETTER THAN EXPECTED.

\$8,000,000 FOR P.W.D.

The Colony's financial returns for the year 1925 are just published in the Government Gazette and they reveal that, in spite of the strike conditions which prevailed for more than one half of the period, the Government's income was considerably above the estimate, although nearly a million dollars short of the previous year.

The Government very conservatively estimated to receive \$21,812,700, whereas in actual fact they received \$23,244,365. The effect of the strike was revealed in lessened income from Light Dues, Court Fees, the Post Office, Government property, etc., but there was an unexpected increase under the heading of Licences and Internal Revenue not specified. Over \$17,000,000 was received from this source—which was an increase of a quarter of a million over last year and over two million more than was budgeted for.

Evidence that the land boom has passed is to be found in the fact that land sales realised only half a million dollars against nearly two millions in the previous year.

On the expenditure side, the Government did not spend all it anticipated. It budgeted for an expenditure of \$30,163,511, whereas it actually spent \$28,266,817—a net increase over the previous year of \$1,510,389. There were increases in practically every Department, the outstanding exceptions being Public Works, Recurrent (\$219,536) and Kowloon-Canton Railway (\$567,655).

We have not time or space today to set out all the comparisons, but the most outstanding feature of the expenditure was that the record sum of \$8,638,930 was spent on Public Works Extraordinary—an increase of over half a million as compared with 1924. Other large increases took place under the headings of Harbour Master's Department, Fire Brigade, Medical Department, and Port Works Extraordinary.

As the receipts for the year were \$23,244,365 and the expenditure \$28,266,817, the Government worked at a loss of \$5,022,452.

ALLEGED BRIBE.

CHARGE AGAINST INDIAN POLICEMAN.

A trap to catch an Indian police constable, who was believed to have accepted bribes, resulted in two charges being preferred against him this morning at the Central Magistracy, before Mr. R. E. Lindsell. He was charged with accepting a bribe of 45 cents, and alternatively with misconduct. The defendant denied both charges.

Capt. H. F. Bloxham, A. S. P., said a hawker had complained that the defendant was taking bribes in the vicinity of his pitch. Some marked money was given to the constable this morning. On his way to the station he was arrested by Sgt. Noloth, and searched at the Police Station. The money was found in his turban.

Mr. Lindsell remanded the hearing of the case until Monday, at noon.

OIL MERGER.

TURKISH PETROLEUM CO.'S INTERESTS BOUGHT.

New York, April 23. Mr. Walter Teagle, the President of the Standard Oil Company of New Jersey, has arrived aboard the s.s. Mauretania and has stated that American Oil interests have concluded negotiations in London with an Anglo-Franco-Dutch group who have a controlling interest in the Turkish Petroleum Company, for acquiring the interest of that concern.—*Reuter's American Service.*

ZEEBRUGGE EPIC.

EIGHT YEARS AGO.

Rugby, April 23. Members of the Zeebrugge Association this morning placed a wreath on the Cenotaph in memory of the men who fell in action at Zeebrugge, eight years ago.—*British Wireless.*

LANE. CRAWFORD, LTD.

PROSPECTS FOR THE FUTURE.

Speaking at the fourth annual meeting of Messrs. Lane, Crawford, Ltd., this morning, Mr. A. S. D. Cousland (chairman) said:—The net profit for the year, after making due allowances for depreciation and bad and doubtful debts, is \$15,800.45, which, added to the balance brought forward from last year, viz.: \$24,193.93, makes the amount of \$39,994.38 available for distribution. This amount your Directors propose should be allocated as follows:—To pay a dividend of 30 cents per share, absorbing \$37,500; and to carry forward to a new account, \$2,494.38; and I trust that this proposal will meet with your approval. Turning to the accounts, you will notice that the comparatively large amount of \$12,467.89 has been written off on account of bad and doubtful debts. This is occasioned largely by reason of the financial stress through which the Colony has passed during the year under review. All due precautions have been taken by the Management of the Company with regard to accounts, and I think you will agree with me that in such times as these, having regard to the peculiar nature of our business, this figure is not excessive. Another point which calls for some comment is the amount of depreciation written off. In the very near future we shall move into new premises, and, with this in view, fixtures and fittings have been heavily depreciated, to make allowance for those which will have to be discarded on moving.

On the credit side of the Profit and Loss Account it will be noticed that the comparatively small amount of \$64,040.02 only is brought forward from Working Account. As compared with last year, this shows a big drop, and is occasioned wholly by the fact that the Company was unable to do its usual turnover. It is obvious that the Colony in general has not the same spending power that it has enjoyed in previous years, and in a business like ours such a state of affairs is immediately reflected in our turnover. This year no interest from investments appears in our Profit and Loss Account, which brings me to the only point in the balance sheet which requires explanation.

You will note amongst the assets the amount of \$420,809.51 under the heading of investments, against which the market quotation is given as \$322,620.00. The discrepancy between the book value of these investments and market quotation is occasioned by the situation from which we, as well as all other Hongkong Companies, are suffering. Your Directors have not recommended that these investments be depreciated by reason of the fact that they feel that the market quotation (that being the end of your Company's financial year) was only a nominal one, and under prevailing circumstances no fair valuation of such investments can be made. Moreover, the amount shown under General Reserve is more than ample to cover the difference mentioned.

Stocks have been estimated at cost price and depreciated wherever necessary.

My predecessor, in his speech last year, when calling attention to the dividend paid, i.e. \$1.25 per share, as against \$1. in the previous year, mentioned that your Directors had recommended that dividend, as they were of the opinion that (in the absence of any unforeseen adverse circumstances) that figure should be maintained from year to year. It is with regret that your Directors found themselves unable to recommend the same dividend this year, but I think that you will agree with me that adverse circumstances have this year occurred. With a return to normal trading conditions your Directors see no reason why the future of the Company should not be as prosperous as it has been in the past. That, gentlemen, I think satisfactorily explains the accounts before you.

During the past year your Company has again been able to render exceptional service to the community of Hongkong. In June last, when the strike was at its height, we were successful in dealing with the problem of food supplies for the European population. The new machinery in your bakery thoroughly upheld the opinion which your Directors had previously formed of its efficiency, and, in consequence, we were not only able to supply the community of Hongkong (including hospitals), but also care for the wants of Shamoon, as

TEN SOVEREIGNS.

FOUND IN HAWKER'S WAISTBAND.

English sovereigns are rare in Hongkong, and the police made a surprising discovery when ten of them were found in the waistband of a woman hawker, who was arrested for begging.

She was charged with begging before Major C. Willson, at the Central Police Court this morning. She admitted the charge, and when questioned as to the sovereigns, said they had given to her by her son's godmother for safe keeping.

Major Willson ordered that the coins should be kept in the hands of the police for a week, in case any claimant came forward.

Paris, April 23.

Sir Basil Zaharoff has subscribed one million francs to the "Save the Franc Fund".—*Reuter.*

London, March 29.

The Central News states that the betrothal will shortly be announced between the Italian Crown Prince—Prince Humbert—and Princess Marie Jose, daughter of the King and Queen of Belgium.

well as several small workshops which had not their own facilities for bread making. Groceries and provision were distributed by your main and Peak Stores, and I am happy to inform you that, from several sources, appreciation has been expressed regarding the way in which the distribution was organized. Our thanks are due to our European Staff for the hard work done by them during those times, and also to those of our Chinese staff who loyally worked on in the face of intimidation.

I will now proceed to something which, I venture to feel, is much more pleasant to consider, and that is the Company's future. I have previously made reference to the fact that this year we hope to change into new premises. These will be situated in the new Exchange Building when completed. The change, with its accompaniment of a certain amount of new fixtures and fittings, will, of course, occasion extra capital outlay, but I am able to inform you that your Company's cash position, together with its banking facilities, is ample to deal with the financial part of the question without worry to the Management. It is early yet for me to give you any idea of what your new store will be like, but I am sure I am correct in informing you that when the move has been accomplished, and the new premises are ready for business, you will own what will probably be the finest Departmental Store in the Far East.

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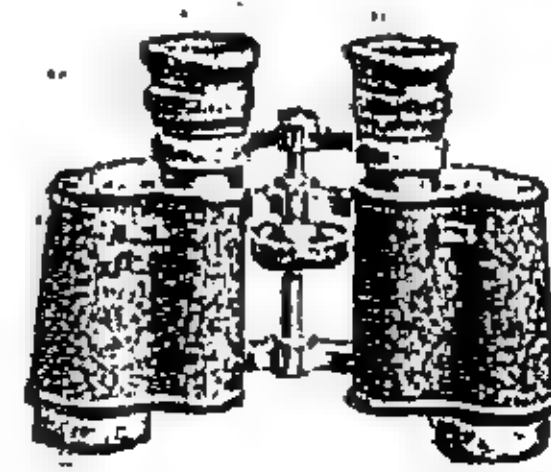
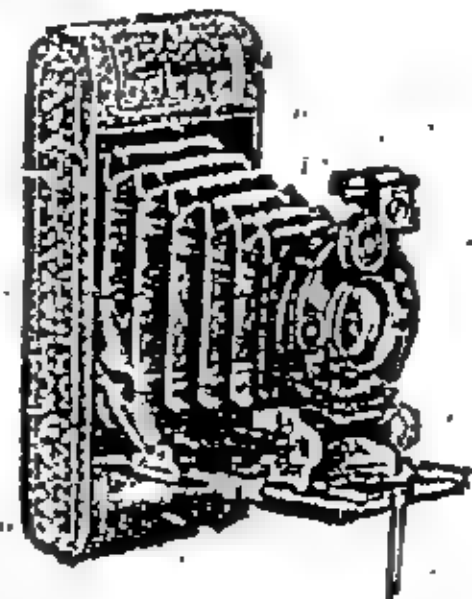
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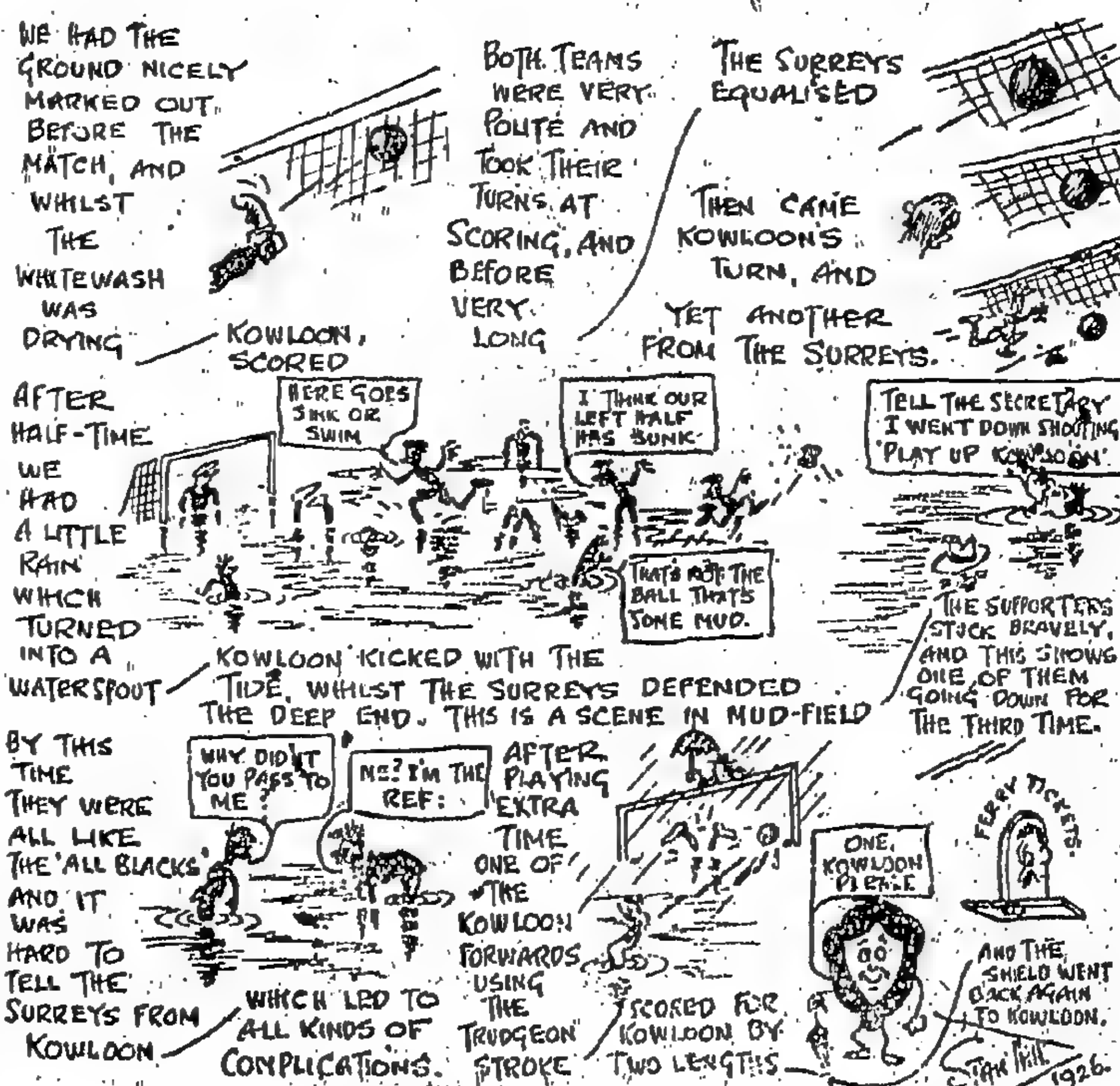
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An hourly service will be given between Blake Pier and Felix Villas on Mt. Davis Road from 8.45 a.m. to 11.45 p.m.—Buses leaving Blake Pier 15 minutes past each hour and Felix Villas 45 minutes past the hour.

Fares from either terminus to University 20 cts. Through Fares " " 30 cts. Children under 12 " " Half Fare.

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A TALE OF PARIS.

LAUNDRESS GOES TO JAIL.

Paris, Mar. 9.—An exemplary sentence has just been passed on a laundress, who, by way of adding insult to injury, was impertinent to an Englishwoman, whose five chemises she had mangled to many a tatter. The customer, the meek-looking wife of a missionary, and on leave from Burma, had determined to spend a week in Paris, in order that she might "study the wickedness of the city" (to quote her report to the Missionary Society for which she labours) and have a vast accumulation of underlinen washed. The devout evangelist's report, which your scribe has been privileged to read, is rubbish founded on mere hearsay. But, after the long voyage from the distant East, the gossip's much-used garments undoubtedly needed the laundress's attentions. They really were in a terrible state.

The trouble began three days after the clothes were sent to the laundry, the blanchisseuse having, French fashion, omitted to return them on the promised date. Time passed, the missionary's spouse doing as best she could by undertaking her own washing and drying the clothes on conveniently-placed central-heating apparatus. Finally, the poor thing, her patience at a low ebb, called at the soap-suds establishment, being accompanied by an interpreter, a sister-devotee (who had a smattering of the vernacular) and policeman. To her consternation, three pairs of pantaloons were rent asunder, a catastrophe which it took considerable sewing to make good. Three chemises also were much the worse for the inept attentions of the operators and seven pairs of white cotton stockings were ruthlessly torn. But of the five chemises (most austere, uninteresting apparel), there remained only a few shreds.

The customer was the reverse of meek and mild; she expressed herself in suitable terms, and bade the interpreter translate. Thereupon, the laundress, furious at having been reprimanded by the wearer of chemises wanting in allurement, poured out a stream of abuse—and filthy abuse, too.

Upon this being translated (with reservations) to the missionary, the policeman, who had hovered in the office, was summoned. An insult is a criminal offence in France, so the limb of the law proposed an immediate adjournment to the police-station. The blanchisseuse, though very apologetic and even more tearful than Niobe, had to face the stern magistrate, who fined her two thousand francs, four hundred of which were handed to the plaintiff. The beastly laundress also was sent to jail for three months.

FIRE AS A JOKE.

AUDIENCE LAUGHS ITS WAY TO SAFETY.

Vienna, March 12.—Coolness of the manager and the actors of the Apollo Theatre saved the lives of many persons when the theatre caught fire.

A revue called "Apollo, Only Apollo," was playing and the stage was set as a temple, with sixty dancing girls performing, when flames from the neighboring Apollo Hotel were carried by a strong wind to the theatre roof.

Sixteen hundred persons were in the theatre.

With the roof of the theatre ablaze, the leader of the fire brigade, informed the manager that the danger was not imminent, but that a great disaster might result from a panic, and advised the continuation of the performance until he gave notice that evacuation was unavoidable.

The manager, with the co-operation of the actors, went on with the revue. At 9:45 the fire brigade director advised the manager that the danger was imminent and that the theatre must be immediately emptied.

Stepping to the edge of the stage, the manager jokingly remarked that a fire had broken out in a near-by house and that the police, who were always so officious and annoying, had insisted, as a precaution, that it would be advisable to evacuate the theatre. He made several jokes, at which the audience laughed heartily, invited them to see the rest of the performance on the following night, and bade them adieu.

Not until they were in the streets did the people realize the theatre was in flames. Nobody was even slightly injured.



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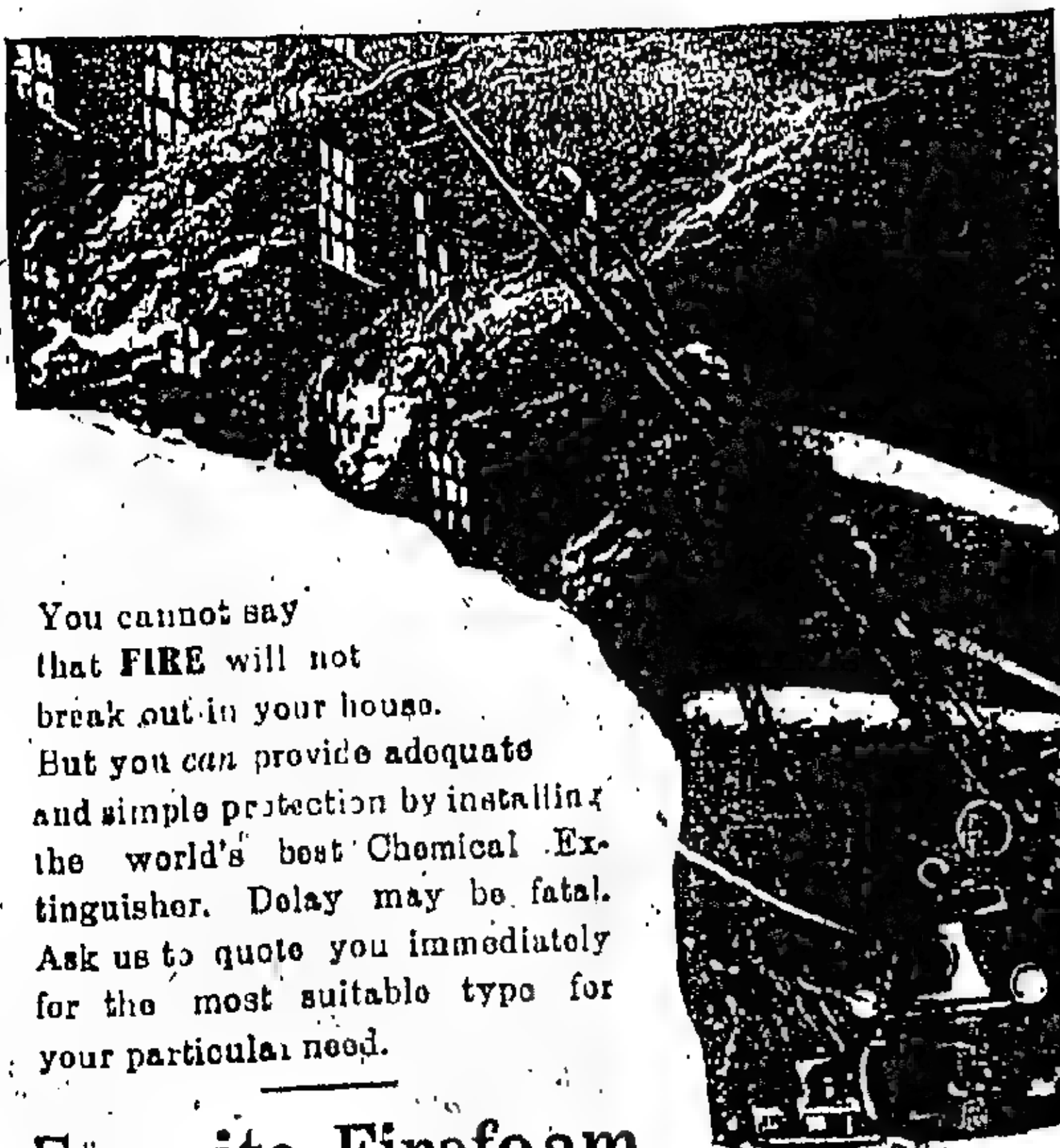
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CREAM**

Buy a tin with "GOLD BAR FRUIT" at
LANE, CRAWFORDS.



An English Peeress, Lady Beatrice Boyle, wearing the famous pearls and diamonds of Sir Edward Boyle's ancestors.

TO WHITEN THE NECK.

Moisten the neck with hot olive oil and allow it to remain on for some little time. Wipe this off and rub on the cut surface of a lemon. When this begins to smart, bathe the neck in warm water followed by cold water.

Alternate this treatment with a good soap rub, allowing the soap to dry on before removing. This, says a writer in *Hairdressing Fashions*, will keep the neck smooth and white, and will also have a tendency to fill out hollows.



YELLOW LACE FOR "FUSSY" FROCKS.

There is quite a craze for yellow lace, which is used to trim evening and afternoon gowns. It is seen most frequently, perhaps, with frocks of printed chiffon; long ties and wide sleeves of it giving a decidedly picturesque touch.

Yellow lace on a white background strikes us as a little strange, but several colour combinations seen this spring give us the same sense of the experimental and the unfamiliar. No doubt we are thus rescued from too conservative opinions. One instance that may be quoted is the alliance of cocoa-coloured and grey fabrics or furs. A frock of cocoa georgette was worn with a satin coat of the same shade with collar, cuffs, and border of grey bunny fur, and the embroidery on the coat was also grey.

FASHIONS MORE YOUTHFUL.

Spring-time passed through a Paris salon last month when some new "inexpensive" models were shown. All the colours of spring were seen, primrose yellow, robin's egg blue, the blue-mauve of dog violets, the green of the countryside on a sunny day.

Everything was at once delicate and bright, like an ideal spring day. Mannequins in delightful suits of green of mauve or shaded blue and grey wore lacquered buttonholes of tiny flowers, pansies, roses and even cowslips, which glistened as if the dew were on their petals. Chiffon frocks were patterned with country flowers that suggest cottage gardens.

The child-like touch in the spring fashions is charming. Little turn-over collars, fastening sometimes below the chin, sometimes at the base of the neck, made in organdi or crepe de Chine, or in kid, are very youthful. They have a rival in fichu-like collars made of printed chiffon, which sometimes fall in two long ties almost to the hem of the skirt. Cuffs, invariably, are to match. Very narrow and very deep suede belts are equally smart.

Honeycomb jumpers, worn with plain skirts of the same colour, have also a very young appearance. So have the many varieties of checks now being worn. A fair mannequin wore a robin's egg blue coat with a blue checked skirt, a white jumper rather high at the neck, finished with a blue checked bow, and a blue hat. A dark girl wore a frock with a check of rose pink and dark blue on a hyacinth blue background; the fichu collar and elaborate cuffs were of blue georgette.

A red blue and green jumper-frock had a little red collar worked with gold; the skirt was pleated. Pleated skirts of a plain colour open over plaid slips in a very attractive manner, the plaid showing only as the wearer walks. A red crepe de Chine jumper was worn with a red and green check suit.

Flounces are almost as fashionable as pleats. Full skirts flounced from waist-line to hem are liked for afternoon frocks. One of these was in navy taffeta. Navy, is obviously trying hard to "get back."

THIS WEEK'S RECIPE.

PEAR CREAM.

Some sponge cake, 1 gill of syrup from a tin of pears, the fruit, 1 pint custard, 1 gill cream, some "hundreds and thousands."

Line a dish with slices of sponge cake, and pour in the pear syrup, to which you have added the pears (passed through a sieve). Now pour on these the custard, on this pile the whipped cream, and finally the "hundreds and thousands."

PROLONGING THE LIFE OF SILK STOCKINGS.

Every woman knows that one of the chief causes of "laddering" of silk stockings is to be found in the pull of the suspender. The fastener, as it grips the stocking, is all too likely to tear it, particularly when any special strain is put upon it as in dancing.

Therefore it is not surprising that a woman has invented a suspender which is innocent of this fault. Between the two parts of the metal fastener there is a little lace-edged pad of soft velvet through which a strong but safe grip is obtained. The top of the stocking is placed between the velvet pad and the underneath part of the fastener finished with the usual rubber stud. The new suspender will shortly be on the market.

SPRING-CLEANING JEWELLERY.

Nearly all of us possess a little store of jewellery, precious ornaments of brooches, old rings and necklaces, with perhaps a few of the more modern styles in gems. Like everything else, these valuable treasures need an occasional Spring clean, and this can easily be done at home.

Rings and brooches set with costly stones lose half their effect when the gold is dull and the diamonds lustreless, because the setting is clogged with tiny accumulated particles of dust, or discoloured through contact with the damp atmosphere.

Gold and silver is always improved by a bath in warm soapy water, and a rub with a soft chamois leather afterwards. A little powdered French chalk or whiteness applied with an old toothbrush is invaluable for dry-cleaning and polishing most jewelled settings, bracelets, and chains.

Many people do not remove their diamond rings when washing, and although this does not harm the stones, the settings in time are liable to become choked with soap, and then even a diamond of the "first water" cannot reflect its brilliancy, and remains lifeless and dull. After being cleaned in warm soapy water the ring should be thoroughly dried. A tiny roll of cotton wool soaked with Eau de Cologne and wrapped around a small orange stick is useful for inserting into the tiny recesses of the setting and for cleaning the backs of the diamonds. At any time a drop of Eau de Cologne will improve the brilliancy of diamonds.



Hand-painted garments are shown in the two photographs. At the right is shawl, with a cubistic effect in brilliant colours. The gown at the left is an example of illusion accentuating slenderness.

THE VANITY OF MIDDLE-AGE.

[BY A MAN.]

"Modern dress demands a slim figure, and thousands of middle-aged women are starving and drugging themselves, thus injuring their health to a dangerous degree, in a vain attempt to recapture that beauty of form which is prerogative of youth," a famous medical authority has declared.

Of course, woman has utterly disregarded this warning, for she is impervious to the demands of common-sense, when in search of beauty. Her craze for symmetry of figure and charm of feature dates back to Eden. Nothing has daunted her. She has continued the pursuit—even to a defiance of Nature's laws when these would have restricted her—regardless of consequences.

The certainty, therefore, that she is shortening her life in the endeavour to regain youthful beauty will not disturb the middle-aged woman. What are a few short years of life to her, when weighed in the scales against all-conquering looks? That is her attitude!

Woman errs seriously when she makes loveliness her chief ambition in life. She is inevitably fighting a losing fight, for no matter how great her triumph at the beginning, resistless age inexorably exacts its toll in the end.

Eve's passion for beauty usually arises from her eagerness to impress and subdue men in general, and one man in particular. But, obviously, it is fatal for her to rely entirely on her physical charms to consummate this desire, since fickle beauty is bound to desert her sooner or later.

The love that depends for its inspiration upon superficial attractions, infallibly surrenders to the advancing years.

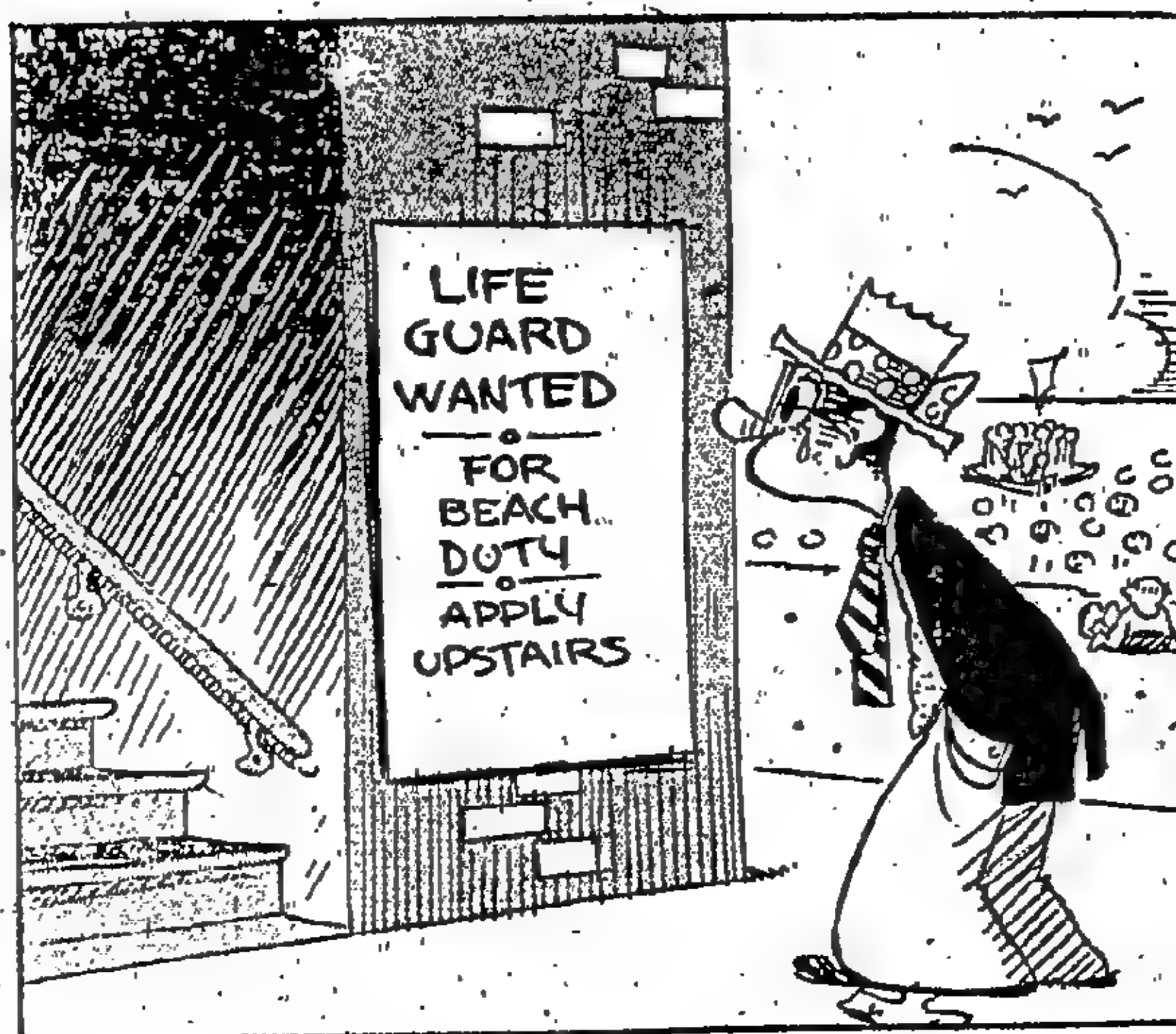
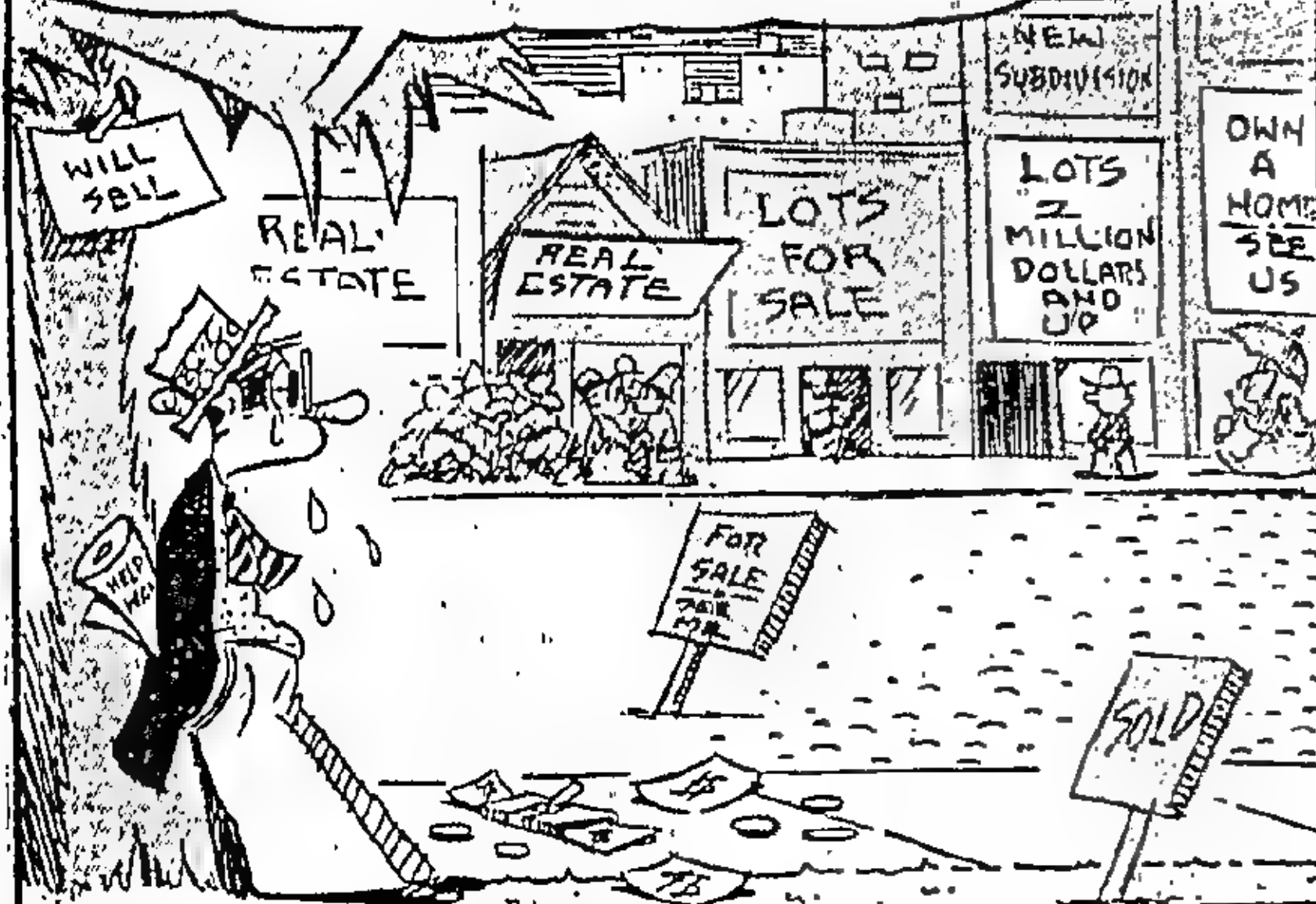
The middle-aged woman striving to recapture youthful beauty of form, cuts a tragic figure. It is only right and natural for the blooming debutante to increase her loveliness by every means in her power, but for the older woman to fight so desperately to retain her erstwhile sovereignty is futile and—judicious. As the medical specialist has said, hers is a "vain attempt."

The middle-aged woman must rely on other than the charm of beauty to maintain her sovereignty over man. She must rely more on the charm of personality. She must "turn the chief of her care from her face to her mind." Men will admire her then. No man feels anything but pity and disgust for the ageing woman who continues to pursue the god of her youth.



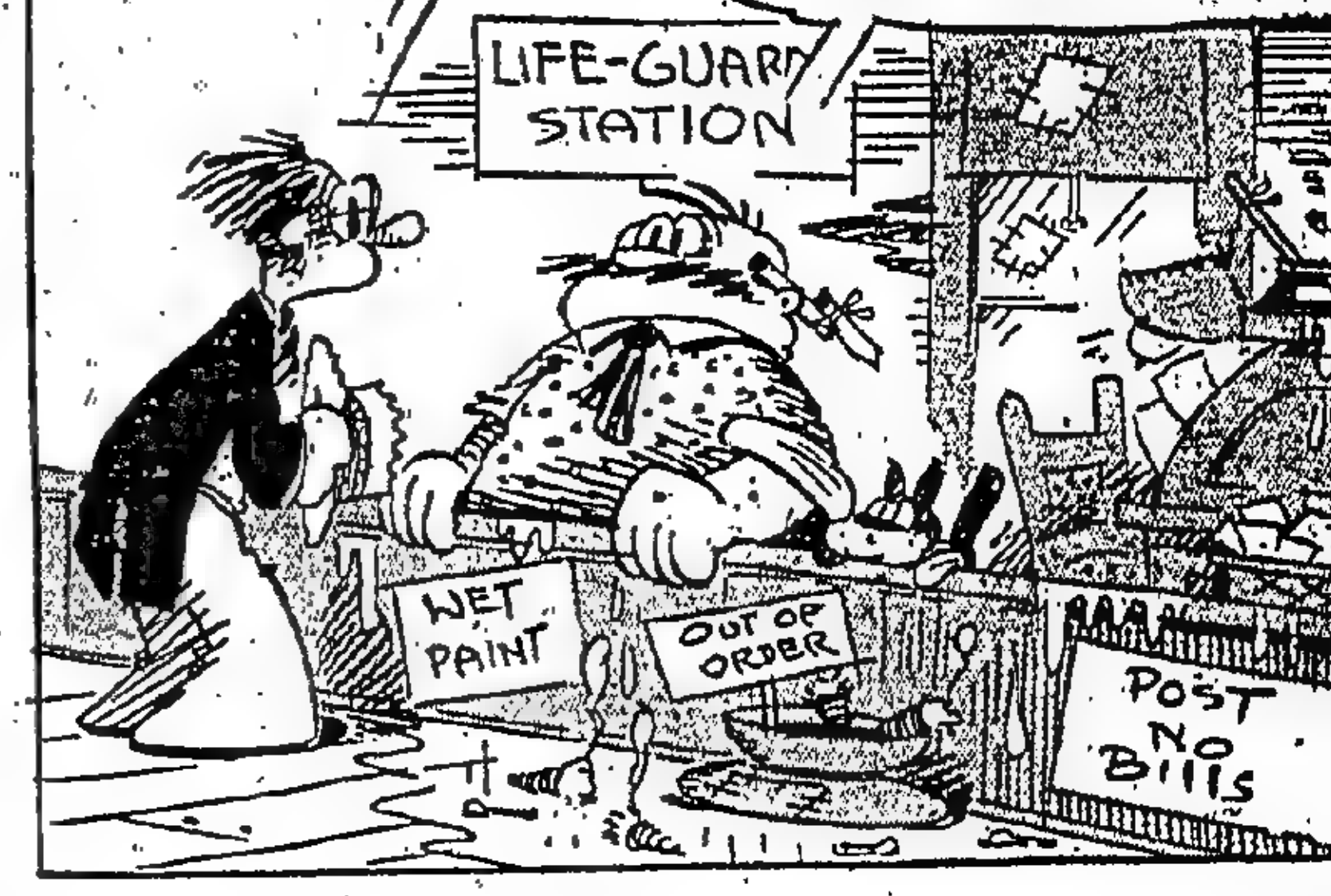


DAWGONIT—HERE I AM DOWN AT PALM BEACH WITHOUT A JOB—NO MONEY—NO NOTHING—IF I ONLY COULD MAKE ENOUGH MONEY I'D BEAT IT BACK HOME TOMORROW

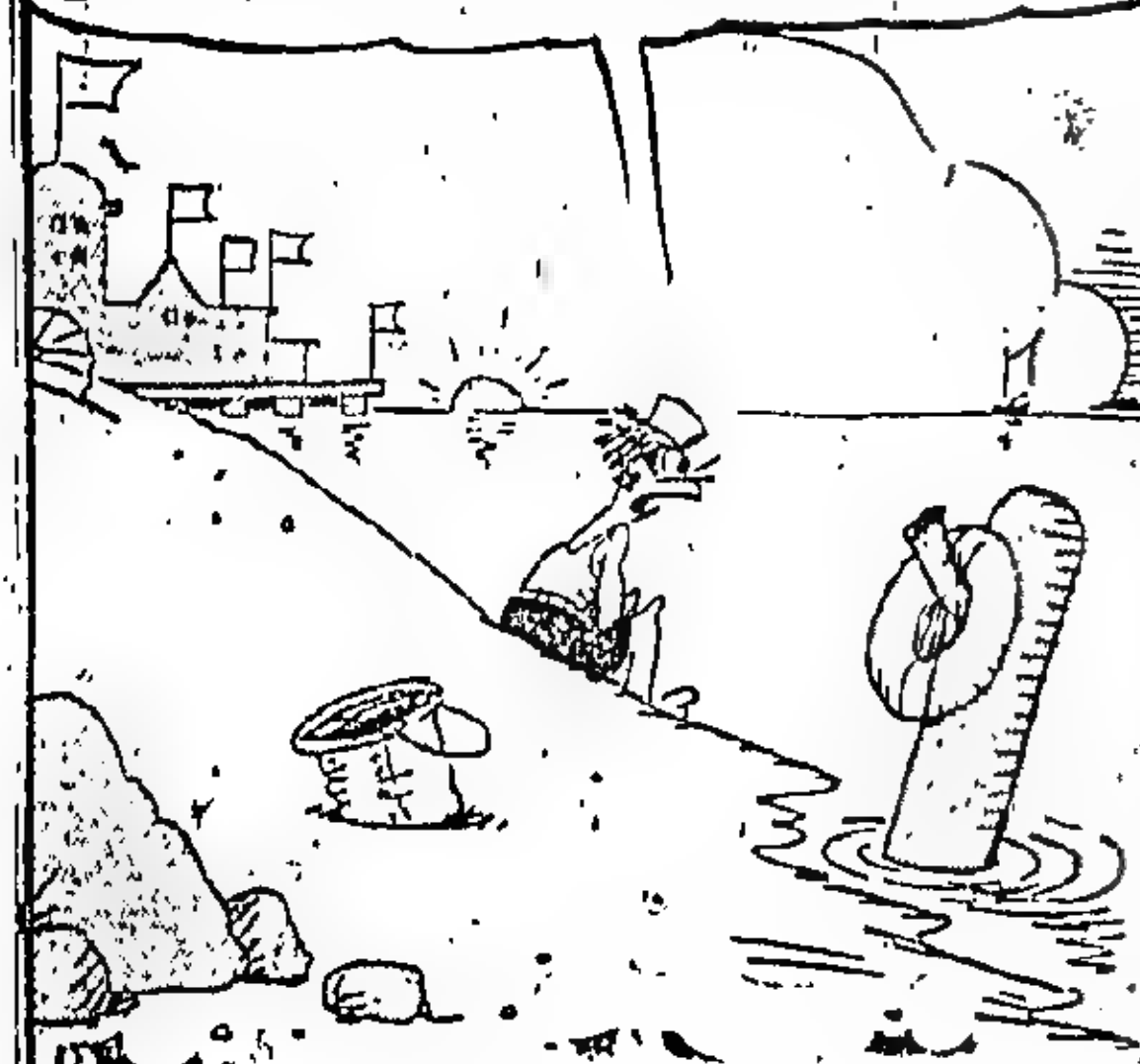


YESSIR—AND I CAN SWIM WITHOUT WATER WINGS TOO

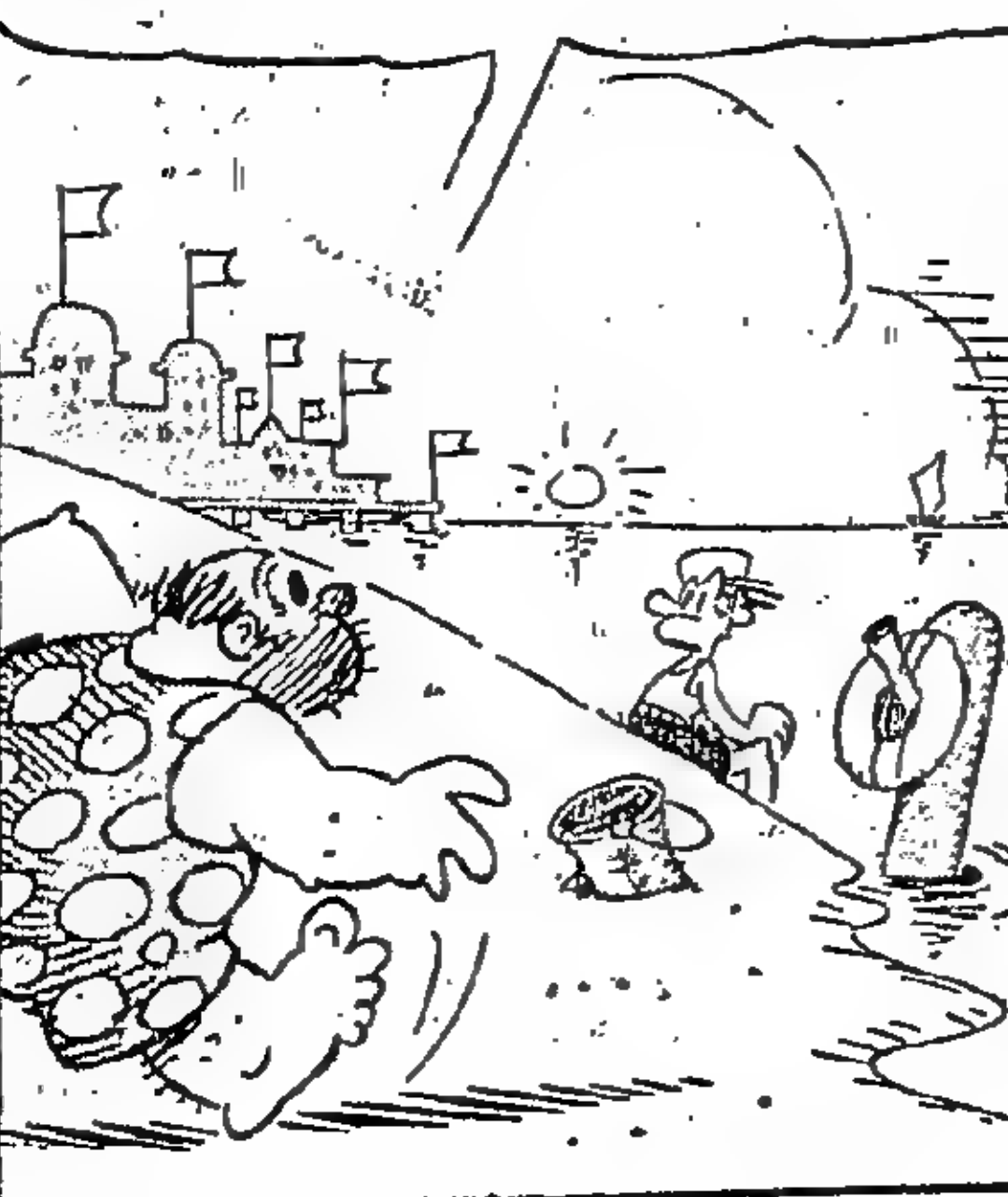
YOU'RE HIRED—GET A BATHING SUIT AND REPORT FOR DUTY ON TH' BEACH AT 7 O'CLOCK TOMORROW MORNING



DAWGONIT—NOBODY GOES IN BATHING HERE TILL 10 O'CLOCK—STILL I'VE GOT TO BE DOWN HERE AT 7 O'CLOCK IN CASE ANY EARLY BIRDS WANT TO GO IN



SAY MISTER—DOES IT COST ANYTHING TO GO IN DE WATER?



OH BOY—HERE'S A CHANCE TO MAKE A LITTLE EXTRA MONEY



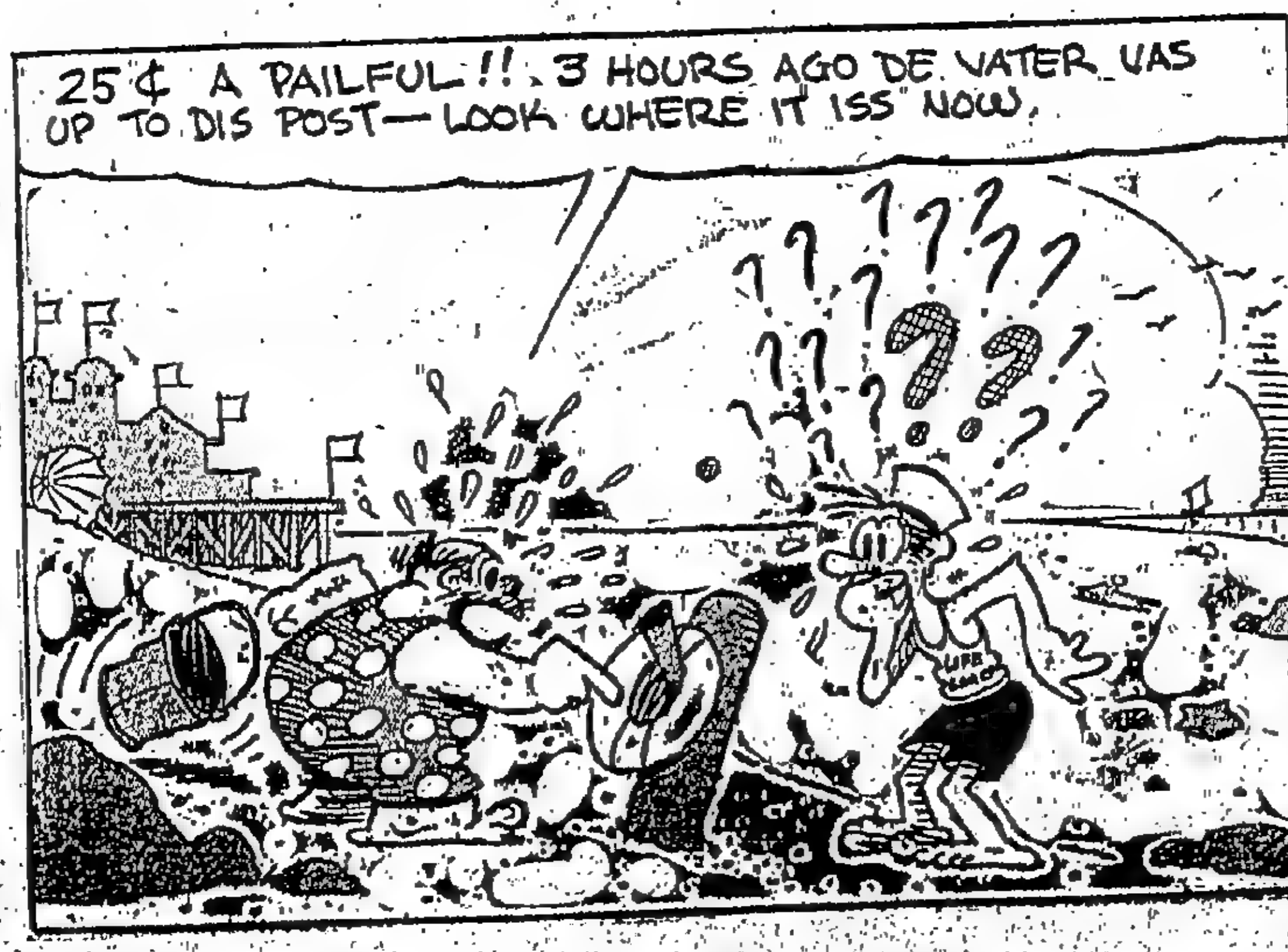
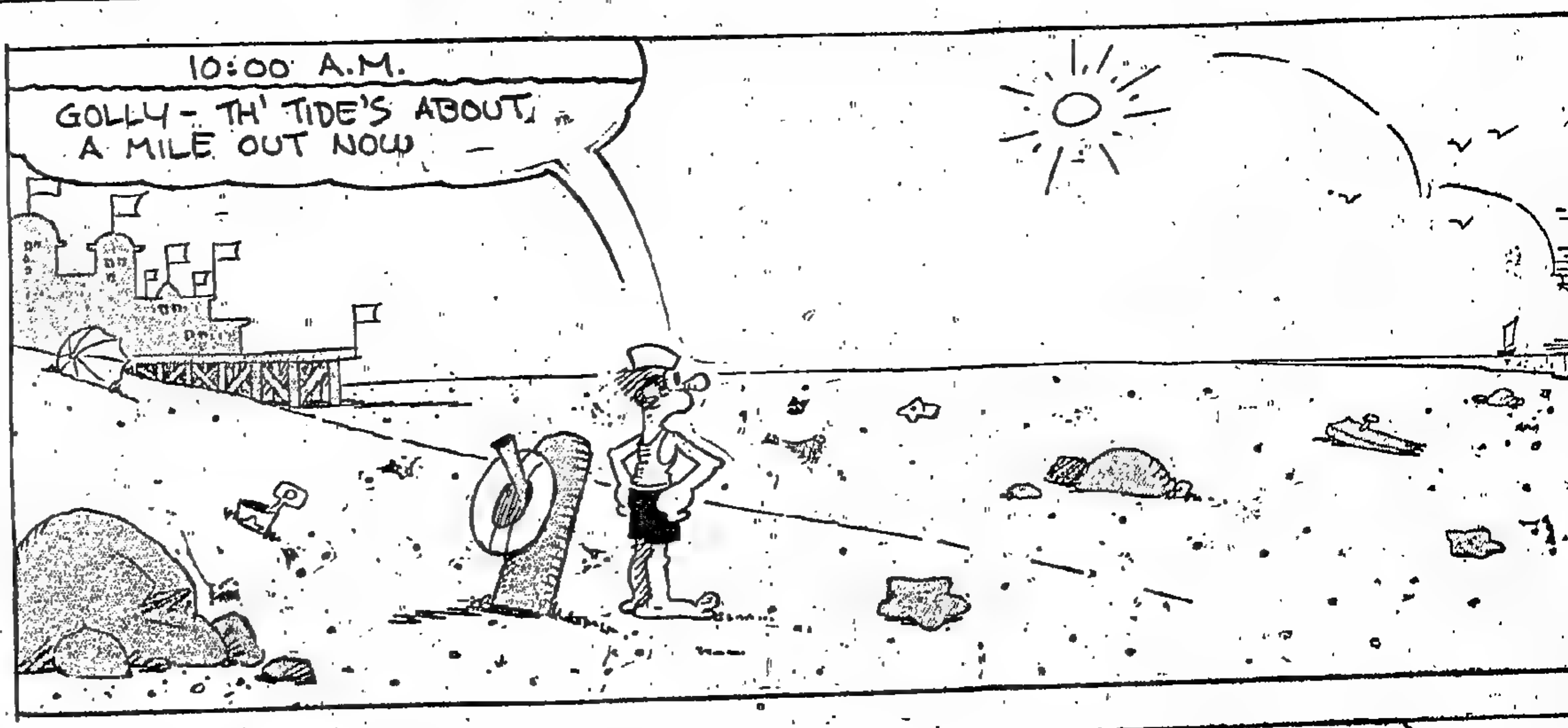
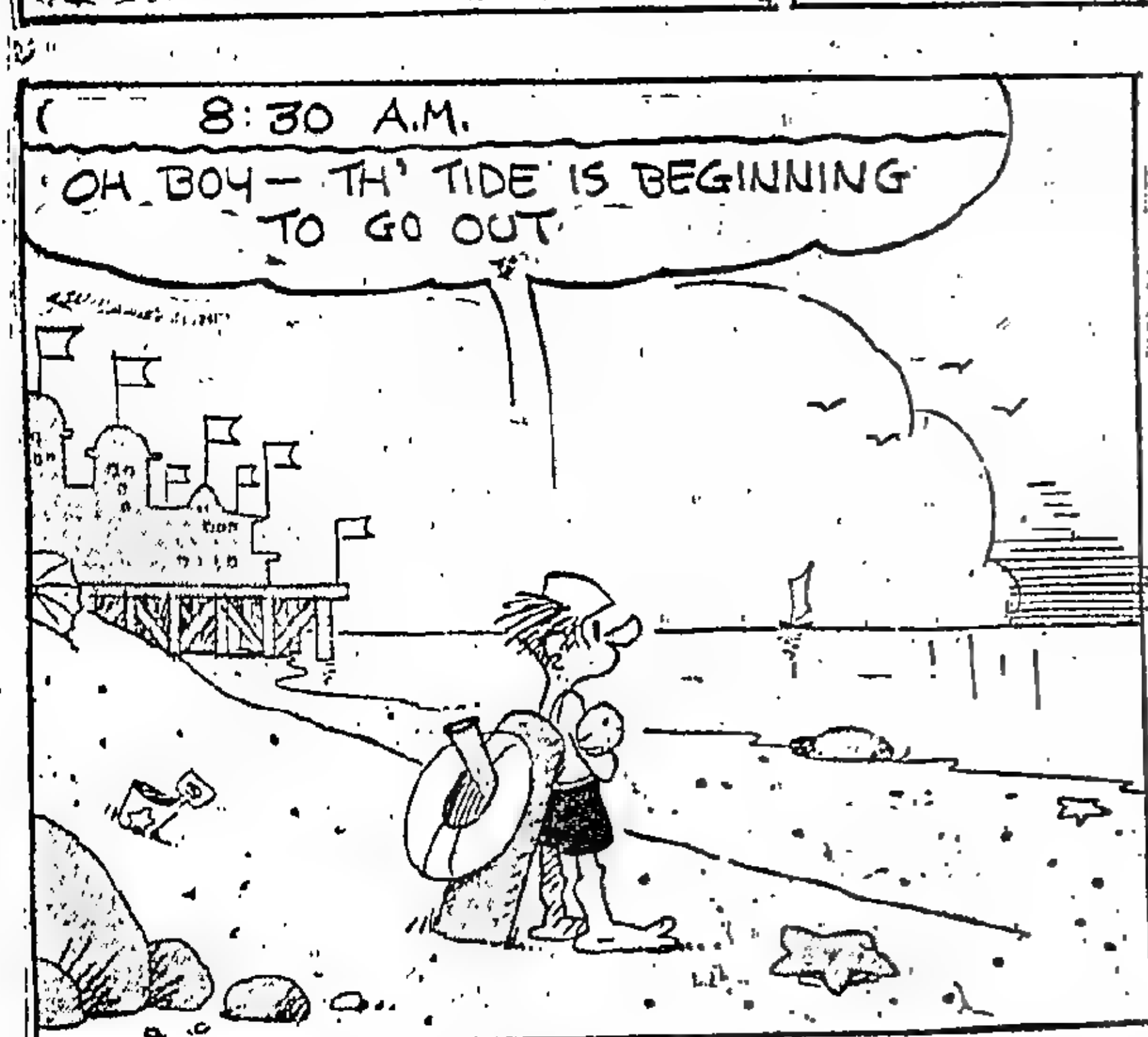
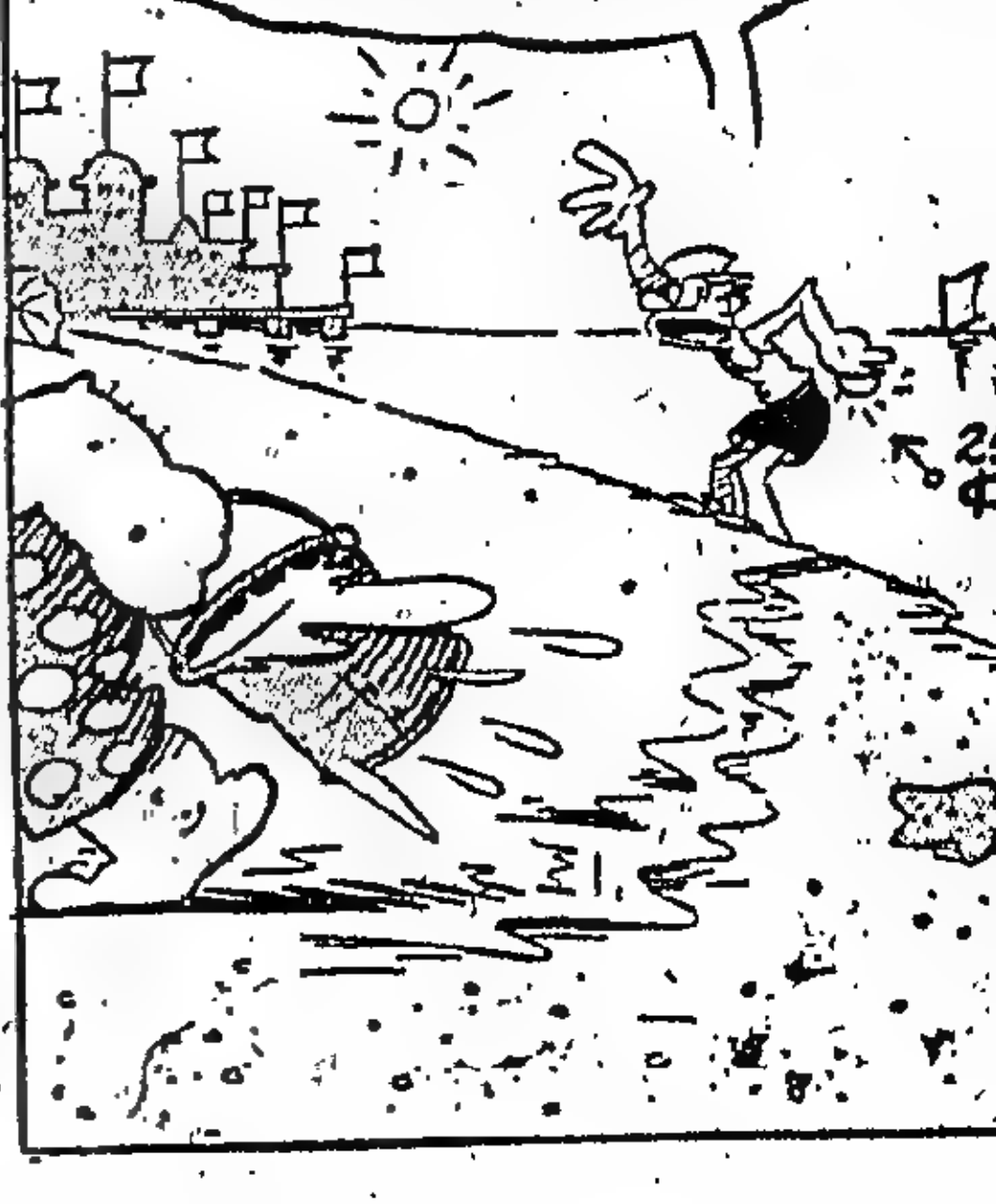
YESSIR—THIS WATER COSTS 25¢ A PAILFUL

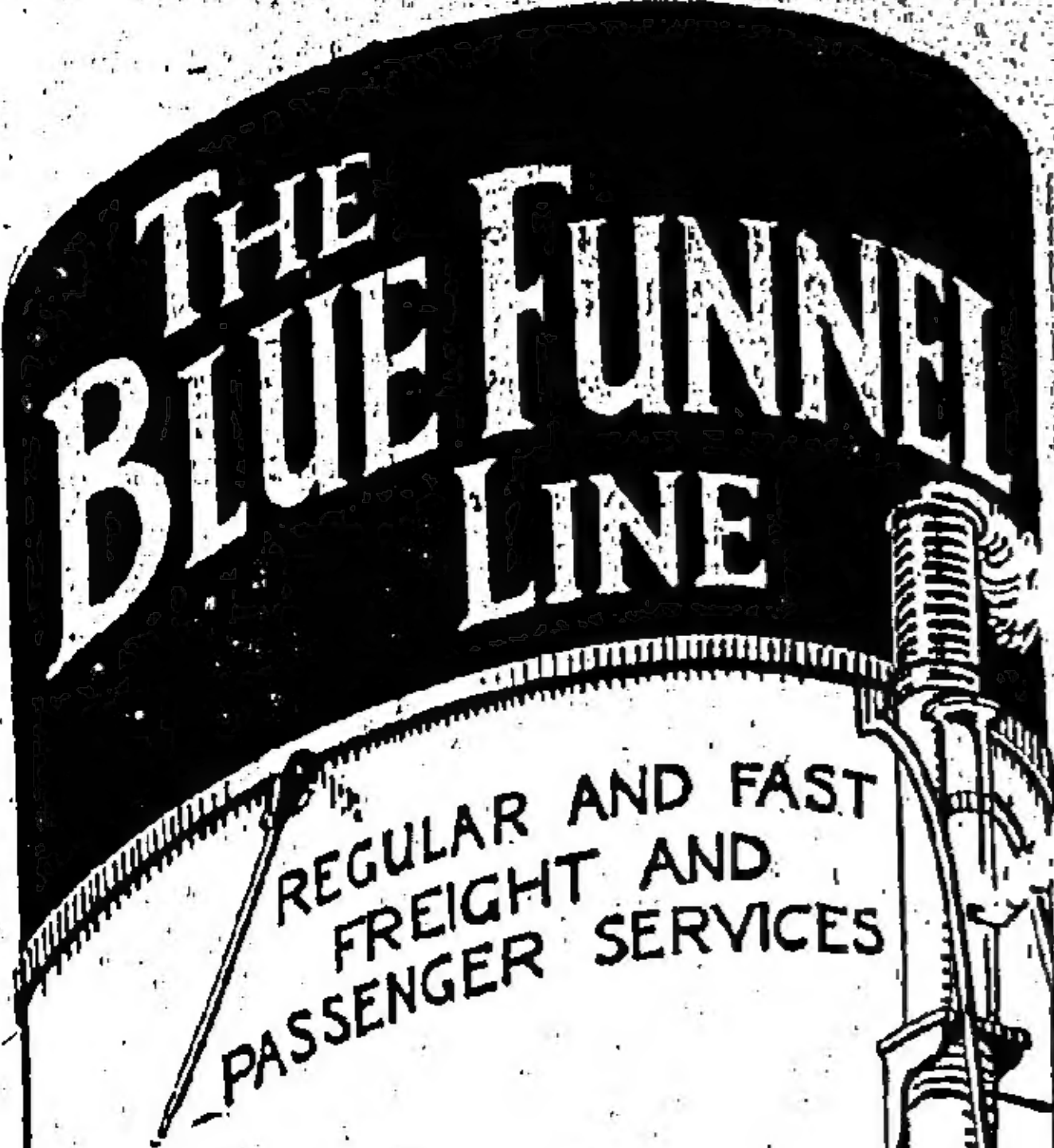


25¢ A PAIL FULL!!! YOU ROBBER THIEF CHEAT



DON'T FORGET TO BRING THAT PAIL RIGHT BACK





REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"PATROCLUS" 5th May. Marseilles, London, R'dam & Glasgow
"MERIONES" 18th May. Marseilles, London, R'dam & H'burg
"ANTENOR" 2nd June. Marseilles, London, R'dam & H'burg
"BOMAEUS" 15th June. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"MENELAUS" 5th May. Genoa, M'les, Havre, L'pool & G'gow
"BORYLOCHUS" 15th May. Genoa, M'les, Havre, L'pool & G'gow
"TITAN" 15th June. Genoa, M'les, Havre, L'pool & G'gow

PACIFIC SERVICE

via Kobe & Yokohama.
"TYNDAROS" 18th May. Victoria, Vancouver & Seattle.
"PROTEUS" 11th June. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"DIOMED" 7th May. New York, Boston & Baltimore
"ATREUS" 21st May. New York, Boston & Baltimore

PASSENGER SERVICE.

"PATROCLUS" 5th May. Singapore, Marseilles & London.
"ANTENOR" 2nd June. Singapore, Marseilles & London.
"HECTOR" 14th July. Singapore, Marseilles & London.
"BARBEDON" 30th Sept. Singapore, Marseilles & London.
"PATROCLUS" 20th Oct. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to:-

Butterfield & Swire.

Agents.

AMERICAN ORIENTAL MAIL LINE



The fast "Short Route" to the United States!

SEATTLE & VICTORIA via SHANGHAI-KOBE-YOKOHAMA
S.S. "PRESIDENT JEFFERSON" May 4th, 5.00 p.m.
S.S. "PRESIDENT GRANT" May 16th, 5.00 p.m.

EUROPE £120-£112-£110.

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

S.S. "PRESIDENT JEFFERSON" April 26th, 5.00 p.m.
S.S. "PRESIDENT GRANT" May 8th, 5.00 p.m.
S.S. "PRESIDENT MADISON" May 20th, 5.00 p.m.

Through Bills of Lading to all United States and Canadian Overland points, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO NEW YORK.

For passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE

Managing Operators for United States Shipping Lines
Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.
Hongkong and Shanghai Bank Building, Ground Floor.



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikandari	Shanghai	20th April	22nd April	Batavia
Tjikandari	Japan	28th April	29th April	Batavia
Tjikandari	Batavia	2nd May	6th May	Shanghai
Tjikandari	Shanghai	3rd May	6th May	Batavia
Tjikandari	Java	3rd May	6th May	S'hai & Dalm
Tjikandari	Dalm	16th May	18th May	M'kar & Java
Tjikandari	Java	17th May	20th May	Japan

via Macassar
via Batavia.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Line.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC
17 Days from Hongkong to Vancouver
LARGEST, FASTEST & MOST LUXURIOUS
STEAMSHIPS.

Special FARES TO EUROPE

£120 £112 £83 £50

(Payable in Local Currency.)

VICTORIA AND VANCOUVER
via SHANGHAI & JAPAN PORTS.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Yanbu
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 24	Jun. 27	Jun. 30	July 3	July 12
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 25
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Apr. 22	Apr. 24	E/ASIA	Apr. 25
May 6	May 8	E/CANADA	May 9

Passenger Department: Tel. C. 752
Freight and Express: Tel. C. 42

TRAVEL IN COMFORT

Aboard
DOLLAR
PRESIDENT
LINERS



TO EUROPE AND NEW YORK

VIA MANILA, STRAITS, COLOMBO, SUEZ-PORT SAID
ALEXANDRIA-NAPLES-GENOA-MARSEILLES
Thence to BOSTON AND NEW YORK
Fortnightly Sailings

Pres. Hayes	Apr. 27-8.00 a.m.
Pres. Polk	May 11-8.00 a.m.
Pres. Adams	May 25-8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO, VIA HONOLULU KOBE AND
YOKOHAMA

Fortnightly Sailings

Pres. Pierce	Apr. 24-5.00 p.m.
Pres. Taft	May 8-5.00 p.m.
Pres. Wilson	May 22-5.00 p.m.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not bunks), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea-water.

Decks are broad, and the use of oil-fuel-insures their cleanliness. DOLLAR LINE cuisine is world-famous-varied fare prepared under the direction of skilled chefs. Orchestral music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

TO MANILA

Pres. Taft	Apr. 30-3.00 p.m.
Pres. Wilson	May 14-3.00 p.m.
Pres. Lincoln	May 28-3.00 p.m.

For passengers and freight rates, apply to
HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
Telephone: Central 2477, 2478 and 795.

DOLLAR STEAMSHIP LINE

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company.



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, Singapore
AND
Genoa, Marseilles, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.

Arrivals From Europe.

S.S. OUDERKERK	6th Apr.
S.S. ALDEBARAN	4th May.
S.S. OLDEKERK	31st May.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. OOSTERKERK	17th Apr.
S.S. OUDERKERK	15th May.
S.S. ALDEBARAN	13th June.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LINE.

Tel. Central No. 174
Agents: York Building

CONSIGNEE NOTICES

S.S. "YAN-TSE"

COMPAGNIE
DES MESSAGERIES
MARITIMES.

Consignees of Cargo from Dunkerque, Antwerp, Middelbrog, London &c., also cargo from Cognac &c., ex s.s. "OHEZ MECANICIEN MAILHOL".

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 a.m. to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Tuesday the 27th inst., 1926 at noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Friday, the 30th inst. or they will not be recognized.

All damaged packages will be examined on Monday, the 26th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No fire insurance has been effected.

J. LIMAGE.

Agent.

Hongkong, 21st April, 1926.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE
PENANG, COLOMBO and
BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

The Steamship

"ALIPORE"

carrying His Majesty's Mails, will be despatched from this Port at 4 p.m. on Tuesday, the 27th April, 1926, taking Cargo for the above Ports.

Silk, Valuables Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at this Office until 5 p.m., on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to:-
MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 22nd April, 1926.

CONSIGNEES.

N. Y. K. LINE

(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship "TAJIMA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 29th April 1926, will be subject to rent. Damage packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 22nd April, 1926.



Holyoak, Massey & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C.673.

MEN AND WOMEN

equally benefit by the use of Pinkettes, for these dainty little laxatives quickly banish constipation, bilious attacks, vertigo, sick headaches, purify the breath, clear the skin.

You will be surprised how quickly a tiny dose of Pinkettes will restore your appetite, your good humour, your general sense of physical well-being, if you are troubled with disordered liver or inertia of the intestinal tract. Your chemist sells them, or post free, 60 cents, per vial, from the Dr. Williams' Medicine Co., 60 Kiangso Road, Shanghai.

PINKETTES KEEP YOU WELL.

Before You Advertise

COUNT THE "TELEGRAPH"

In The Streets

AN ITALIAN CAMPAIGN.

SEVERE FIGHTING IN
SOMALILAND.

Heavy Losses Reported.

London, April 23.
Arab dhows sailing along the coastline of the Azanian Sea have proved the connecting link in a Rome message of April 16 reporting that a transport escorted by a cruiser landed detachments of Italian troops in Southern Italian Somaliland "for the purpose of affirming Italian sovereignty," and a Nairobi message which now quotes the East Africa Standard's correspondent at Lamu, Kenya, reporting that the number of dhows arriving at that port has considerably decreased, while none fly the Italian flag, because north of Mogdishu, in Italian Somaliland, there has been severe fighting.

The Italian forces sustained severe losses.

The Somalis are now divided into two forces.

It is stated that the Italians have blockaded the coast, seizing and sinking a number of local dhows.—Reuter.

COAL CRISIS.

NO PROGRESS.

London, April 23.
Practically no progress was made at this morning's conference of coalowners and miners, presided over by Mr. Baldwin.

The owners, leaving the conference, said they were returning to their districts forthwith.

Each side has adopted the Premier's suggestion, and appointed a small committee to carry on the negotiations, with which Mr. Baldwin is keeping in touch.—Reuter.

PASSENGERS.

ARRIVED.

Per s.s. Pres. Pierce from Manila, April 23.—Mr. C. Andretto, Mrs. J. Beck, Mr. W. A. Butterfield, Mr. A. De La Croix, Miss Jean Corman, Miss Doris Goodrich, Mr. F. C. Hagdorn, Mr. G. M. Hemsworth, Capt. and Mrs. W. H. Houston, Miss Louise R. Irvin, Mr. A. Luz, Mr. Henry S. Mears, Miss Currie Mills, Mr. C. Marzano, Mrs. Milton D. Purdy, Mrs. R. C. Percival, Miss H. M. Raymond, Miss Myrtle Rains, Mr. C. F. Romolo, Mr. E. E. Robinson, Mr. L. De St. Paul, Mr. C. H. Schultz, Mr. Wilhelm Schaubert, Mrs. C. E. Teal, Major F. E. Winter and Mr. Leo Yee.

DEPARTED.

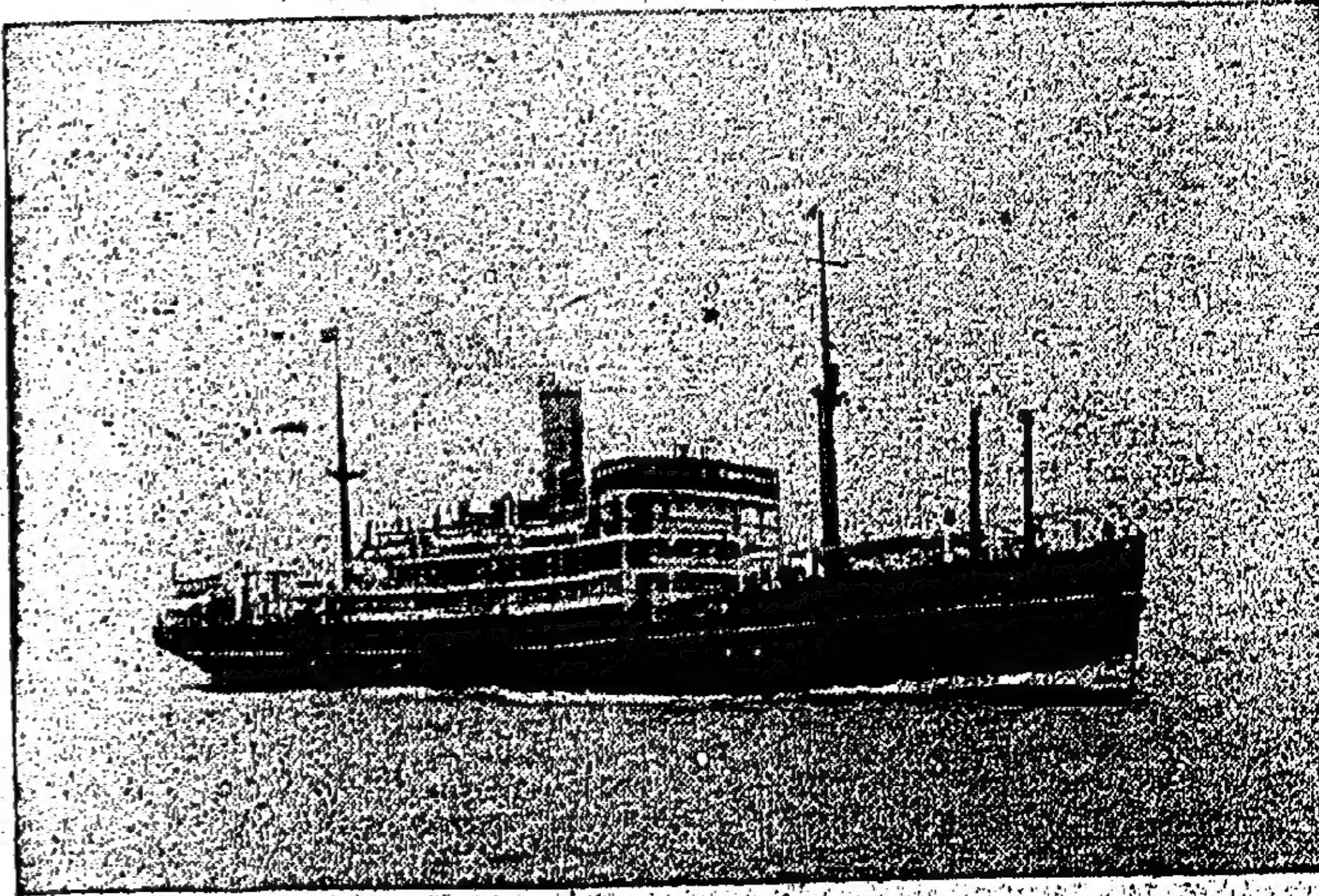
Per s.s. Changte for Australian ports via Manila, April 23.—Mr. and Mrs. R. M. Dyer, Mr. and Mrs. W. A. B. Douglas, Mr. and Mrs. J. H. Hearn and two children, Mrs. A. Claxton, Lieut. A. J. L. Whyte, Mr. H. Glynn Connolly, Mrs. S. T. Williamson, Mrs. Woodward, Mr. L. C. Woolrych, Mr. W. V. A. Whyte, Mr. L. W. Murray, Mr. and Mrs. A. E. Smith, Miss Box, Miss Ennie Prece, Mr. and Mrs. W. B. Foster, Miss M. Woolrych, Miss C. Garbutt, Mrs. Henry Jory and child, Mr. and Mrs. J. A. Miller, Mr. and Mrs. J. T. J. Layton and infant, Mr. and Mrs. A. Anderson and child, Mr. H. W. Parry, Miss Livens, Miss Petelin, Mr. and Mrs. A. E. Howarth, Miss Chang, Lieut. G. C. Pawne and Mr. D. Fitzgerald.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Renson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



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Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO. Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, LTD. for Australian-Hongkong Services.

Please address enquiries to the Chief Manager:-

R. M. DYER, R. SC. MIN. A., Kowloon Dock, Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

SEMI-REGULAR ORIENTAL PORTS DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
ALIPORA	5273	27 April 4 p.m.	S'pore, Pang, Obo & B'bay
MACEDONIA	11,089	1 May noon	Marseilles & London
KASHGAR	9,005	15th May	Marseilles London
PERIM	7,648	20th May	M'les & L'don
MALWA	10,841	29th May	Marseilles & London
MIRZAPUR	6715	3rd June	M'les, L'don & A'worp
KHYBER	9,114	12th June	M'les, L'don & A'worp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraeus, Smyrna and other Levant Ports by Steamers of the H.M. Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,000	27 April 1 p.m.	S'pore, Penang & Calcutta
SANTHA	7754	2nd May	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	4th May	Manila, Sandakan, Thura
TANDA	6,958	1st June	Island, Townsville, B'bane

*OMITS Sandakan but Calls at K'lugan S'ney and Melbourne.

The E. & A. S. S. Co. Ltd. steamers will also call at Shanghai, H'k'g, Cebu, Kelambagan, Tawau, Timor, Darwin, or other ports en route as inducement to cargo.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via the Cape.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

GAMBHIRA	5,257	27th April	Shanghai
KHYBER	9,114	30th April	M'ji Kobe & Yoko
SHIRALA	7,841	4th May	Shanghai, M'ji & Kobe
TANDA	6,958	8th May	M'ji, Kobe Osaka & Yoko
MALWA	10,841	14th May	Shanghai, M'ji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong
GLENBEG	29th April	GLENSHANE	4th May
GLENSANDA	15th May	CARMAARTHENSHIRE	1st June
GLENTARA	30th May	L'don, R'dam & H'burg via Oran	

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

AGENTS **THE GLEN LINE, LTD.**

Telephone: Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN-ORIENTAL LINE, Ltd.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.

Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June
TAIPING	17th July	23rd July

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE, Agents.**
Tel. C. 36.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

S.S. "LANGTON HALL"	via Suez Canal	23rd April
S.S. "DIOMED"	via Suez Canal	7th May
S.S. "ATREUS"	via Suez Canal	21st May
S.S. "NINGCHOW"	via Suez Canal	4th June

Please delay vessels that have sailed from our Advertisement.
Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON, JARDINE MATHESON & Co. LTD. CANTON

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Wednesday, 21st Apr.
SHINYO MARU	Tuesday, 4th May
SIBERIA MARU (omit Honolulu)	Tuesday, 4th May
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama	Tuesday, 30th Apr.
ANYO MARU	Saturday, 29th May
BOKUYO MARU	Saturday, 24th Apr.
MARSHALLS, LONDON & ANTWERP via Singapore & Ports	Saturday, 24th Apr.
HAKUSAN MARU	Saturday, 24th Apr.
KITANO MARU	Saturday, 22nd May
HABUNA MARU	Saturday, 22nd May
SYDNEY & MELBOURNE via Manila & Ports	Wednesday, 21st Apr.
AKI MARU	Wednesday, 19th May
MISHIMA MARU	Monday, 19th Apr.
TSUTSUMI MARU	Tuesday, 11th May
TOYAMA MARU	Tuesday, 11th May
BURNES AIRES via Singapore, Durban & Cape Town	Wednesday, 28th Apr.
KANAGAWA MARU	Friday, 16th Apr.
BOMBAY via Singapore & Colombo	Friday, 30th Apr.
TAMBA MARU	Friday, 30th Apr.
MURORAN MARU	Sunday, 18th Apr.
CALCUTTA via Singapore, Penang & Rangoon	Friday, 30th Apr.
MOJI MARU	Friday, 30th Apr.
HAKATA MARU	Friday, 23rd Apr.
NAGASAKI, KOBE & YOKOHAMA	Friday, 23rd Apr.
MISHIMA MARU	Sunday, 18th Apr.
SHANGHAI, KOBE & YOKOHAMA	Tuesday, 20th Apr.
DELAGO MARU	Tuesday, 20th Apr.
KAMO MARU	Tuesday, 27th Apr.
NAGANO MARU	Tuesday, 27th Apr.
OSAKA MARU	Tuesday, 27th Apr.

For further information apply to—**NIPPON YUSEN KAISHA, 3, KINGSHITA, Manager.**
Tel. Central Nos. 292, 293 & 2423.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" on or about 19th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMB).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class	"B" Class
£72. 10. 0d.	£66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
M.V. "VIMINALE" ... Sails about 5th May.
M.V. "ESQUILINO" ... Sails about 5th June

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L"	Sails about 12th May.
M.V. "VIMINALE"	Sails about 31st May.
S.S. "ESQUILINO"	Sails about 30th June

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	Sails from Calcutta 30th June.
S.S. "UMSINGA"	Sails from Colombo 12th July.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

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**SERVICES CONTRACTUELS**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g. & B'g. for H'g. & Japan	Prob. Sailing from H'g. for M'les
AMBOISE			27th Apr.
ANGERS			11th May
AMAZONE	26th Mar.	27th Apr.	25th May
D'ARTAGNAN	9th Apr.	11th May	8th June
ANGKOR	23rd Apr.	25th May	22nd June
PORFLOS	7th May	8th June	6th July
ANDRE LEBON	21st May	22nd June	20th July

RATES OF PASSAGE MONEY TO MARSEILLES.

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A Class 1st Class £95.0.0 } B. Class 1st Class £83.0.0
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LIGNES COMMERCIALES (CARGO-BOATS)

S.S. DR. P. BENOIT from Dunkirk, L'don, Havre is due to arrive about 23rd May

For full particulars apply to—

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JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

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Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY 25th Instant S.S. "TAISHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "LANGTON HALL" via Suez Canal 23rd April.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing from Hongkong.

M.V. "FORRESBANK" via Suez Canal 5th May.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF VALENCIA" 23rd April.
For Marseilles, Havre, London, Rotterdam & Hamburg.

Fares to London	"A" 1st Class £88.	2nd Class £60.
	"B" 1st Class £80.	2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" Middle April.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Natal, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

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COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY	23rd Mar.
LEGAZPI	14th May
C. LOPEZ Y LOPEZ	5th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY	8th Mar.
LEGAZPI	28th April
C. LOPEZ Y LOPEZ	20th June

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Central 373. Telegraphic Address "Vico"

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 11, Ice House Street, in the City of Victoria, Hongkong.

(Continued from Page 1).

The miners opine that if the owners are prepared to concede the principle of a national minimum, however small, the negotiations could continue on a more hopeful footing.

Well-informed people at present take a pessimistic view of the announcement of a conference between the Executives of the Trade Unions affiliated to the Trade Union Congress to be held on April 29 as it is assumed that if the negotiations fail, the conference will decide on action to support the miners in the event of a stoppage.—*Reuter*

It is also requested that Spanish merchants close their stores and offices from 2 to 4 this afternoon, in accordance with the above, and the members of the local Spanish community marched to the British consulate and expressed their sincere thanks for the rescue of Captain Alvarez, leader of the Madrid-to-Mexico flight.

Daughter of the Premier and Attorney General of Prince Edward Island, Miss Roma Stewart has been admitted to the bar of the Province.

Subsequently the Officers and the Sergeants clashed in more respects than one, and though the Sergeants had a depleted side, they were winners by six goals to two. The Surreys officers were evidently not very familiar with soccer, but rapidly got the hang of things, and towards the end were almost holding their own. Lieuts. Allfrey, Chidson, and Chambers, and Major Paton were the shining lights of the Officers' team.

In the evening the Sergeants' Mess held a dance at the R.E. Theatre, and though it was uncomfortably warm, a thoroughly enjoyable evening was spent. The hall had been well decorated for the occasion and round the walls were pictures of the officers and men of the battalion, who gained C.C.s in various campaigns.

It is stated that by some mischance a workman fell from a scaffolding on which he stood; while washing the exterior of the building, and dropped a distance of about twenty feet to the ground. On falling, his head came into contact with a projection from the wall, and, in addition to other injuries, he received a lacerated wound in the head.

and S. America and Europe via
Vancouver, B.C. Emp. of Asia Fri., Apr. 30.
Parcels 9 a.m.
Registration 9.15 a.m.
Letters 10 a.m.
(Due Vancouver, B.C. 17th May).
Pres. Taft Fri., Apr. 30, 1.30 p.m.

Manila India, Mauritius,
Straits, Ceylon, Aden, Egypt and
E. & S. Africa Sat., May 1.
Europe via Marseilles
Parcels Apr. 30, 5 p.m.
Macedonia Sat., May 1.
Registration 9.45 a.m.
Letters 10.30 a.m.
(Due Marseilles 28th May)

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Shanghai	Kwongsang	Tues., May 4, 6 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Patroclus	Wed., May 5 Registration 9.45 a.m. Letters 10.30 a.m. (Due Marseilles and June)
Straits and Calcutta	Yuenang	Thurs., May 6 Parcels 11 a.m. Letters 1 p.m.
Sandakan	Mauzang	Sat. Apr. 15, 10.30 a.m.

*Correspondence bearing vessel's name only.